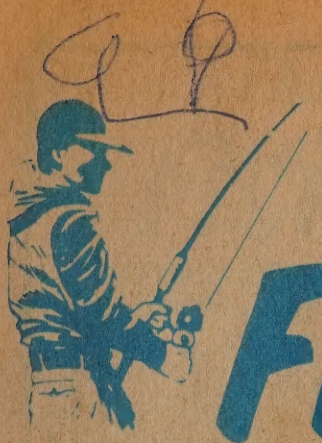

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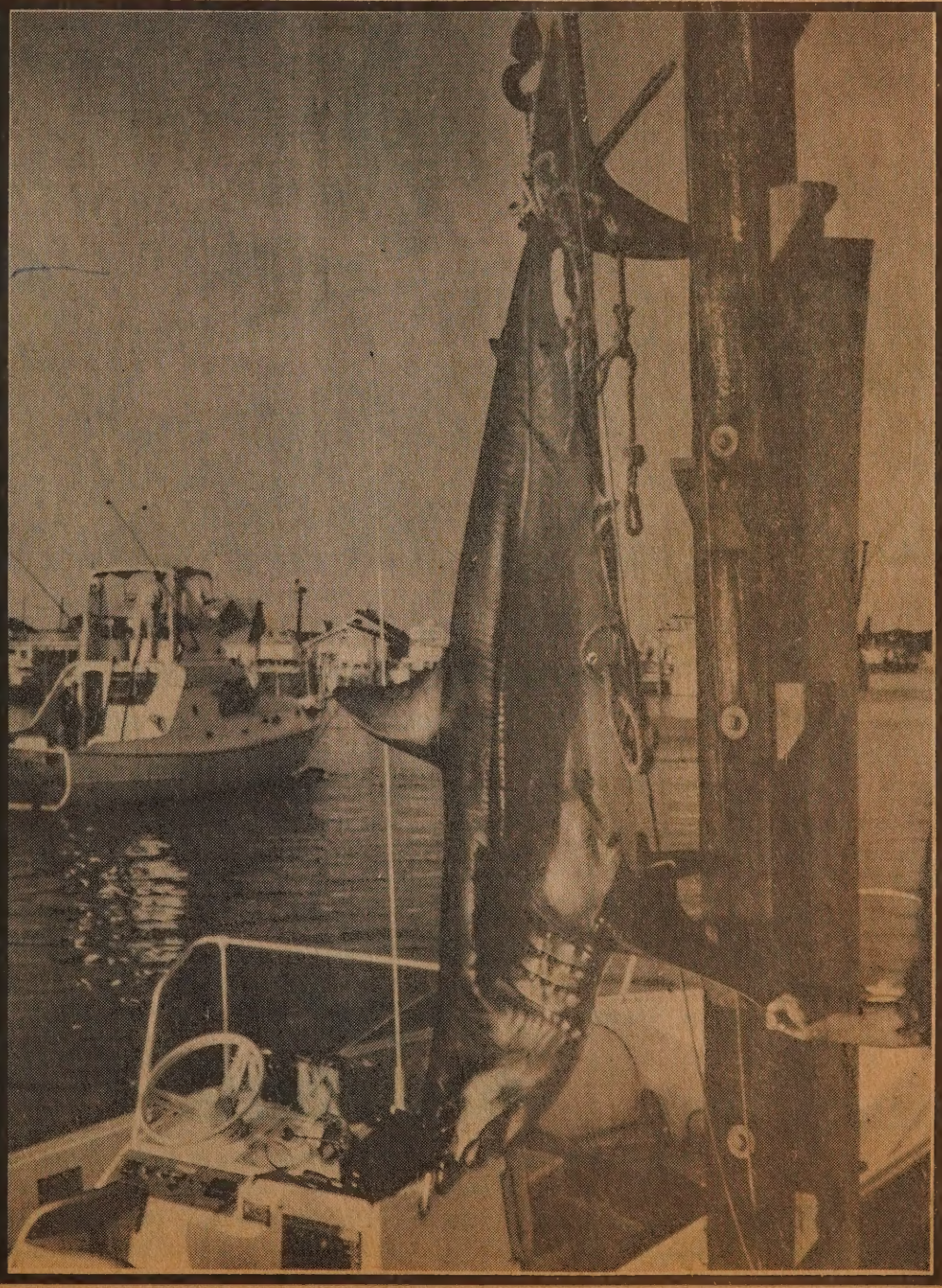
JANUARY 9TH, 1975, ISSUE NO. 2

BOAT SHOW ISSUE



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The Long Island FISHERMAN

THE ONLY WEEKLY GUIDE FOR FISHERMEN IN THE N.Y. AREA

Volume 10, Number 2 January 9th, 1975

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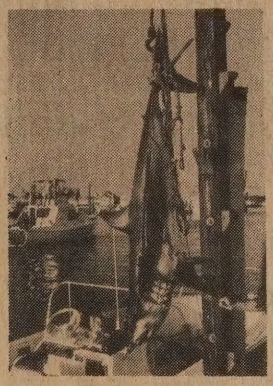

ABOUT THE COVER: Small boats are used to capture big fish. For information on what to select, read Rich Reina's article on page 10.

PUBLISHER Rich Reina

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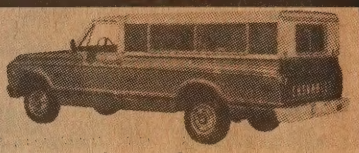

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ANGLING FOR CITY HIGH SCHOOL STUDENTS

In the coming year ahead, I shall be working closely with Edison's Bob Stekel to coordinate angling activities for our city's high school students. It is our belief that fishing is not only a healthy way to have fun, but it's also a viable method of providing our students with a meaningful recreational activity which will supplement their regular high school programs.

Anyone interested in helping to promote the fishing program in the city schools, or anyone interested in learning more about the plans we're working on for the near and distant future may write to either Bob or myself at the following adresses.

Will Daskal, Faculty Advisor
Sheepshead Bay Fishermen
3000 Avenue X
Brooklyn, N.Y. 11235
and
Bob Stekel, Faculty Advisor
Edison Anglers
165-65 84th Avenue
Jamaica, N.Y. 11432
Will Daskall, SBF.

Having grown up in New York City, and having taught General Science at Beard Junior High School in Flushing some years ago, I can understand the need for city dwellers to have some opportunities for the enjoyment of life. What better way than to take kids fishing! They can get away from the cliffs, partake in friendly competition in a more natural environment, and even bring home fish for eating. Terrific idea! Any readers that wish to devote something of themselves to a worthy cause should contact Mr. Daskall or Mr. Stekel. And good luck to the two gentlemen and their students. G.V.

L.I.F. CASSETTES

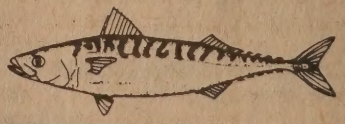
In the November 28th issue of the LIF you publicized the LIF FILM AND SLIDE SHOWS that are available to Fishing Clubs and other organizations. I, unfortunately or fortunately, am not a member of a club or organization. Still, I would love to hear about "THE INS AND OUTS OF TROLLING, BUNKER DUNKING" and other information for the fisherman of Long Island. Why not have your experts tape certain topics on cassettes? Topics such as those mentioned above I would love to have to play at my leisure, to play after fishing with no luck to try to find out where I went wrong. I made a similar suggestion in a letter to Mr. Robinson of the Striped Bass Fund. Perhaps you and the people at the Striped Bass Fund could work something out whereby cassettes by Ronnie Lepper and others would be available to help the less well-informed fisherman. Money, in the form of profit, could help the Striped Bass Fund and the LIF both. Count me in as a buyer of tapes of the type mentioned for anywhere between $3-5. **Joel Beller, Long Beach, N.Y.**

The "special" information you are looking for can be found in the pages of The Fisherman*; creating tapes with the same data would be graphically more interesting, perhaps; certainly no more informative and far, far more expensive. The cost of producing the cassettes you mention, on a small scale, would be tremendous and, rather than a profit at $5 a tape, SBF and LIF would probably have to dip into their own pockets to subsidize an initial cost that could be thousands of percents greater than the five dollars per you mention. G.V.*

SET-LINES FOR SPORTSMEN?

I read your magazine weekly and have enjoyed many articles which you have printed in the past and most have been very helpful and entertaining. I would like to see an article on "set-lines" for codfish. Since we are having a tremendous year catching cod I do think many fisherman would like to try this method since more and more boats are staying in the water for the entire winter. **Robert Brown, North Babylon, N.Y.**

If you mean what I think you mean by "set-lines", the answer must be "no!" We endorse sport fishing on Long Island (or any other) waters and, if you have read The Fisherman *for any period of time, it should be obvious that we have no interest in teaching our readers to become commercial fishermen. G.V.*



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OUTBOARD REPAIR COURSE

Outboard motor tune-up and repair course will be taught at Adult Education. Classes start January 13, 1975.

Contact Patrick Carpenter, Hicksville H.S., Division Avenue, Hicksville.

KINGS PARK

Flotilla 19-3 of the U.S. Coast Guard Auxiliary will conduct a twelve lesson Basic Seamanship & Safety Course beginning Tuesday, Jan.21, 1975. The course will be run every Tuesday & Thursday evening, for six weeks at Kings Park Senior High School, 25A & Lawrence Rd., Kings Park, starting at 8:00 p.m. The course is open to the public and certificates will be awarded to those who successfully complete the course.

For information contact Public Education Officer at (516) 265-8660, or Public Relations Officer, (516) 269-9011.

LONG BEACH

U.S. Coast Guard Auxiliary courses to teach boating safety and seamanship will commence Monday, January 13th at Island Park Junior High School, Trafalgar Boulevard, Island Park at 8 p.m. Interested applicants should register at the school January 6, 7 or 8 from 7 to 9 p.m. Twelve two-hour sessions on Monday evenings will cover a range of subjects designed to equip the boat enthusiast with the basic knowledge for safe operation on the water. Charts and Compasses, Aids to Navigation, Boat Handling and Marine Engines are subjects which are included. Women and youths over 16 years of age are encouraged to participate.

For boys and girls between 10 and 15 years of age, Long Beach Flotilla 13-3 is offering a 3 lesson course in boat operation at the same time and place with registration on the same dates. This course will qualify teen-agers who complete it successfully to be certified for boat operation by the New York State Department of Conservation. Without this certification, it is illegal now for anyone under 15 years of age to operate a boat.

COLD SPRING HARBOR

Flotilla 22-3 of the U.S. Coast Guard Auxiliary will conduct a twelve lesson Boating Skills and Seamanship Course beginning Tuesday, January 7, 1975, at Cold Spring Harbor High School, Turkey Lane, Cold Spring Harbor, N.Y., from 8 to 10 p.m. The course is open to the public (Young Boatsmen Welcome) and certificates will be awarded to those who successfully complete the course. For information call (516) 421-4374.

CLUB NEWS

COOP CITY ANGLERS

Following is the text of a resolution passed unanimously by the members of the Co-op City Anglers at their meeting of November 12, 1974. Please use this resolution in any way that will serve to aid in the fight to preserve and improve the quality of our environment generally, and of Western Long Island Sound specifically.

"RESOLUTION:

We the members of the CO-OP CITY ANGLERS oppose the building of a garbage incineration power plant on Harts Island, because of its unpleasant and detrimental impact on the City Island—Orchard Beach area of Long Island Sound, an area which provides the people of the North East Bronx with their major opportunities for enjoying outdoor recreation such as fishing, boating and swimming.

If the construction of such a power plant is necessary, we urge that the site be relocated in an area which is being developed primarily for industrial purposes.

PASSED, unanimously.
November 12, 1974"

I hope that you will feel free to call upon us when we can be of further assistance. Edward Lesen, Bronx, New York 10475

L.I.F. VACATION TIME

The Long Island Fisherman will not be published for the next two weeks while the staff goes on vacation. The next issue of L.I.F. will be on January 30th.

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Surf Side with Doc Muller

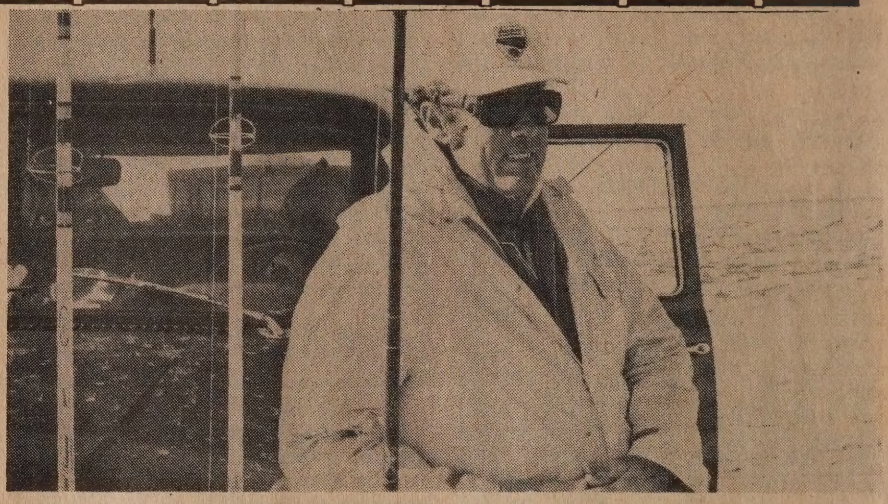
An Interview with Ken Lauer Part I

For those of you who are unfamiliar with Cape Hatteras fishing and Ken Lauer, a brief history is in order.

Cape Hatteras Island lies off the coast of North Carolina and although there were always excellent fishing possibilities in the waters around the island, the area received little national attention.

In 1968 Ken Lauer came to the Outer Banks, and so did the bluefish; hordes of big blues and then, in subsequent years, big stripers to round out the piscatorial menu of channel bass, cobia, southern weakfish, northern weakfish, fluke, and even an ocasional tarpon.

In each year since the debut in the late 1960's, thousands of people have made the trek to the island for some of the most unbelievable coastal game fishing on the east coast.



Ken Lauer leans against his buggy while chatting about his favorite topic—Hatteras fishing.

Muller: What are the patterns of seasonal appearance of important gamefish in Hatteras waters?

Lauer: *One can look back to the mid-1930's and find that the area was blitzed by bluefish, yet except for small blues the species was quiet down here until about eight years ago. During that season they arrived around Thanksgiving and stayed for about two or three weeks. However, three years ago they showed in early November and stayed around well into March. At times the number of blues available staggers the imagination.*

But the blues have had an effect on some of our other species, especially the speckled trout (southern weakfish). Their numbers have dwindled because of the blues and, on occasion, we've witnessed the remains of schools of trout that were attacked by the blues.

We catch northern weakfish, too, but they aren't as big as the ones that you get up north. We start catching them in early May and they stay around all summer.

Blowfish are another species that has been hard hit by the blues. We used to get two runs, spring and fall, but we haven't had a run to speak of for two years now.

I guess the striped bass would interest your readers a great deal. I think that they are a very over-rated fish; the big ones can't hold a candle to a big channel bass, for instance. We don't get any small fish, however, and they are rarely less than 10 pounds. Many are in the twenty-and thirty-pound class; in fact I'd say they were in the majority. But we do catch quite a few in the forties and fifties.

Anyway, until three years ago it was a rarity to catch a bass even though the netters took a lot of fish. Then suddenly we started catching them and we've been doing it ever since, even though last year the season never really developed. I know that you're going to find this funny, but we've caught a lot of big bass on tins at night.

We have had a long season with the bass. Things usually begin to happen around mid-December and finish up in March. We have two seasons with some of the other species, however.

We get a run of fluke in May, and then a second that begins in mid-October and lasts till the first of January.

Channel bass are a powerful fish and we have a spring and fall season with them, too. The spring run usually begins around the first week in March

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and lasts until the end of May, with the peak season being from mid-April to mid-May. We get a smaller run in the fall that usually lasts from mid-October until the middle or the end of November.

The cobia is an underexploited species around Hatteras. Cobia fishing is all done in the Sound (Pamlico) and the peak season is mid-June to mid-July. The fish run from 20 to 40 pounds, and the average catch for a half-day trip is four fish but we have caught as many as fifteen.

Muller: Would you like to offer any predictions about how these patterns of abundance may change in future years?

Lauer: *Although there are no visible signs at present that the bluefish might decline, I think that this is a real possibility. I belive that a substantial number of the situations involving unusual fish behavior can be attributed to water pollution. Perhaps this is why there was a scarcity of bait in New York waters and the bluefish looked elsewhere for the bait that they prefer. At Hatteras we have an awful lot of bait, and dense dark schools of 6-inch bunker as well as spearing. Frequently, the birds work over bait and there aren't any predators around. Rock (stripers) are hard to predict. We haven't had them for very many years. Their willingness to hit lures for the past few years may be due to warm winter water temperatures. One thing's for sure: the rock can't stand the fishing pressure that's being put on them.*

Muller: What will be the effect of haul seining restrictions along the National Seashore?

Lauer: *Well, actually the rulling only affects about 3½ to 4 miles of beach from the Cape Hatteras Light to the Buxtom Camp grounds. Originally the ruling was to take effect on December first but the netters received a stay until December 14. The commercial men are planning to go to court and prevent that cutoff date from becoming reality. I think the ruling will relieve some of the friction that has existed between the sportsmen and the commercial netters. However, the stretch of beach in question is the preferred area for both the sportsmen and netters.*

Muller: What Conditons (weather and water) are best for good surf fishing at Hatteras?

Lauer: *In general, a light breeze—let's say 10-15 mph. It used to be that when we had a light southwest breeze we would have bluefish. But this has changed recently and the last few times the blues have hit the beach the wind has been from the north. Clear water is also needed, but, of course, not too clear. Different tides are better at different places, but an incoming tide is good at Cape Point.*

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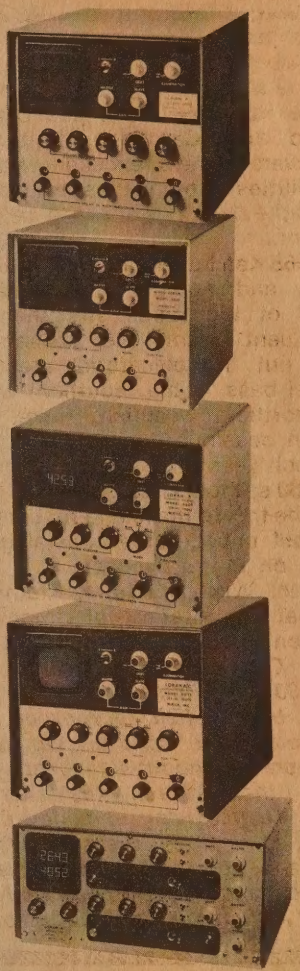

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BY ANY OTHER NAME

by Robert H. Schaefer

Every boat needs a name. Whether she's a sleek craft with lines that makes a man's blood run hot and brings tears to his eyes, or a sorry, run-down old scow whose only virtue is that she's afloat, her name should reflect her owner's mental image of her. As you cruise through an anchorage, or walk along a wharf at a marina, the ability of some boat names to convey a mood, an impression, delights the beholder.

The variety of clever names makes touring these areas a real pleasure. The joy of reading the inventive appellations ends abruptly when you come across a mundane and ordinary name. There you see it, painted on the stern of a craft, reading simply, "BOAT". This is no less than a public admission that the owner's imagination has failed him. To burden a vessel with a name like that is an injustice to any craft.

Choosing a name for your boat can take as much time and thought as selecting the boat itself. Unless, of course, the choice of the name is so compelling and obvious that no real thought is required. One friend of mine was so enamored of a cabin cruiser that he re-mortaged his house and went into hock up to his very eyeballs in order to buy her. "Madness", he said, and his wife answered, "Madness!". In due time the boat was prepared for delivery by the dealer, with her name painted proudly across the tansom, "MADNESS". After spending a weekend as a guest on-board her, I'm not so sure it was madness.

The problem of what to call her is often solved by naming the boat after a wife, or sweetheart, or some other female person who holds a special place in her master's heart. While this is a legitimate solution and, indeed, often an admirable one, it's a bit of a cop-out. Another cop-out that some fishermen rely upon are such as "PISCES", or "BLUEFISH", to inform everyone of their particulare avocation and use of the boat. Legendary fishermen have allowed their boat's name to reveal a little something of themselves.

Papa Hemingway named his 38 foot Whaler, "PILAR", in honor of the Spanish shrine he loved so much. He loved his boat, too, and she was the only one he ever owned, from 1934 until he was forced to flee from his home in Cuba in 1960. Hemingway never fell into the trap of naming his boat after his wife, which, considering that he was married four times, was a wise move.

Zane Grey had at least two boats. One was named the "ALMA G", after his wife, and the other was a 52 foot cruiser, "THE GLADIATOR". This name was derived from the scientific Latin name of the broadbill fish he hunted with her.

One of the most famous west coast charter captains was George Farnsworth. He operated out of the famous Catalina Tuna Club during the Golden Age of west coast fishing. His patrons swore he was more tuna than human. Best known of his sportfishing boats was the "AERIAL". "Tuna George" developed the techniqué of trolling by using a kite to keep the bait out of the boat's wake so it wouldn't spook the tuna. After WW II he bought a converted PT boat, which he named "Sea Rider", and used it for commercial fishing.

On the east coat, Tommy Gifford innovated fishing techniques and made significant improvements in sport fishing equipment during roughly the same time span that Farnsworth was leading the way on the west coast. Gifford's boats were the "LADY GRACE", followed by his favorite, a 26-footer, the "STORMY PETREL", and at the end of his career when he moved his base of operations to the Caribbean, "THE CARIBE MAID".

A name can only be used on one man's boat. Once you see a particular name on someone else's boat, don't even consider using that name for yours. Endless repition of a limited selection of names on an unlimited number of boats is just another form of pollution. Witness how the seas are littered by boats with names like "BORN FREE", "WANDERER", and "WEST WIND". These are fine names, but they have been over-worked.

The problem of naming a boat is compounded by the need for the name to reflect in some way either the owner's or the boat's personality. The message contained in the name may not be self-evident, and some times you'll need an extra clue to decipher it.

Naming my own first boat gave me a headache. My wife didn't want it named after her, so that traditional approach was a deadend. My daughter's name is Robin, and I suggested, tongue in cheek, that we name the craft, "SEA ROBIN". This delighted her, until the entire truth, which is that a sea robin is an extremely ugly and despised fish, was revealed to her.

After much deliberation, during which time the boat remained nameless, I finally selected tha name of a female character in Hemingway's novel, "Island in the Stream". I carefully enscribed "HONEST LIL" on my boat's stern. If you've read the novel, you know that the literary Honest Lil was an aging prostitute. How did I arrive at this name? Well, my boat was already old when I first knew her, she cost me money everytime I took her out, and she was a real pleasure. I thought the name fit very well, and I was sorry when I sold her.

My next vessel was a twelve foot aluminum car-top boat. I'd load her on the car roof in the morning and drive to work with my fishing gear in the back seat. As soon as we knocked off for the day, my buddy and I would change clothes and be off to our favorite launching spot for an evening's fishing. Pretty soon, this routine led to the boat becoming known as the "FOUR TWELVE SPECIAL". Why? Because that's the time of day that we quit work and used the boat to go fishing. So again the name fit the boat.

This spring I sold the "FOUR TWELVE SPECIAL", cashed in the last of my War Bonds (remember those?), raided the piggy bank, and somehow managed to scrounge up enough money to buy the craft I've longed for all these years: a 19-foot, center console, fiberglass deep-vee. Once this dream was realized, and the boat was actually mine, naming her was no trouble at all: "RENATA". This name was also taken from a Hemingway novel, but in this case, the fictional character is a lovely young girl. More Importantly, the name itself means "reborn", which is how I feel when I'm out on this boat.

The boat's name is a very personal statement that is worthy of careful consideration. You can, and should, give your boat a name that accurately reflects what the vessel means to you. Before you pick up the paint brush and reveal you boat's name for all the world to see, stop and think for a moment. Would your boat be as sweet by any other name?

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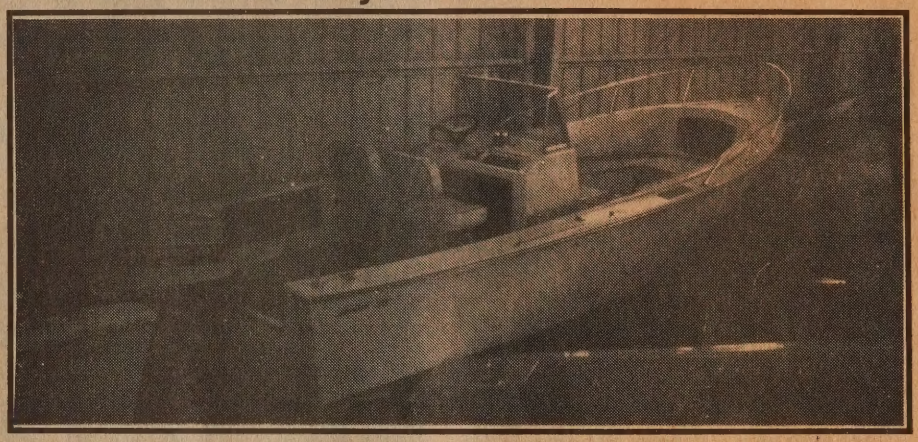

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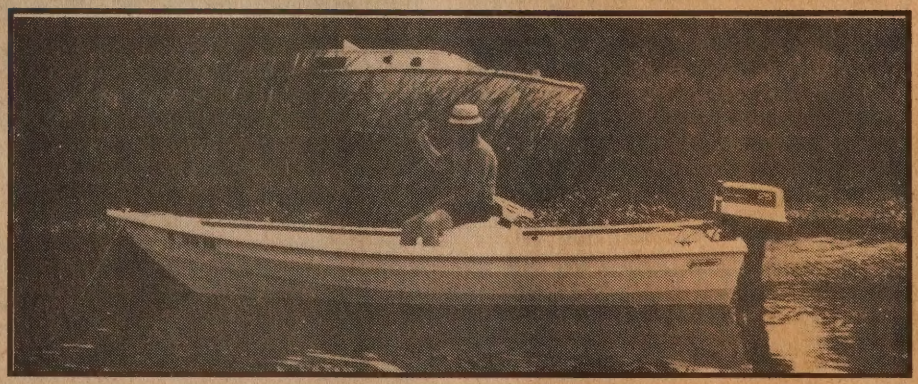

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Selecting An All-Around Boat

by Richard Reina

What kind of boat should I buy is a question that is commonly asked by our readers. I always answer this question with a volley of questions such as: Are you a bottom fisherman? A troller? Do you do most of your fishing inshore or offshore? Or are you a nut like me who does all of the above?

On the two extremes of hull design, you have the deep-V and the flat bottom bay boat. In between fall all of those that strive for "all around boat." The deep-V is designed for seaworthiness first and stability at rest second, while the flat bottom boat is designed the opposite way. The tri-hulls, very popular today, give excellent stability but only fair seaworthiness. The semi-V's fall somewhere between the deep-V and the flat bottom, giving and taking from both extremes.

I selected the 19-6 Aquasport powered by a 135 h.p. Johnson outboard as my fishing machine. I fish among the boulders of the Sound, the rips of Montauk, and the white and blue waters of the south shore, so I wanted a boat that would give me the diversity and mobility I required.

There are many semi-V hulls on the market: Aquasport, Mako, Pro-Line, Sea Craft, and others. Which one you finally select will be a matter of personal taste modified by your particular needs. Naturally, the offshore fisherman looks for seaworthiness and the inshore, rock-bouncing caster looks for stability. So I ask you, what type of fisherman are you? When you answer this question, you'll have the type hull you're looking for.

Once you have selected the type of hull you require, the next step is to look for a viable interior. When you look at cabins, canvas, seats, storage, etc., think of workability rather than cosmetic appearance or comfort. Comfortable things are often counter-productive, or steal all-impotant deck space. Once again, these things must meet with your personal needs. When you get into the extra or optional equipment, ask yourself—with each item—is this going to help me catch more fish? I looked for the following items: fish box, bait wells, rod storage, rod holders, gear storage, gas tanks, deck space, and maneuverability from bow to stern. Personally, last on my list was comfort.

The live bait wells, featured as an Aquasport extra, was one of my best

investments. These bait wells hang outside the boat, off the stern. They are molded to the exact contour of the hull and do not hinder the boat's seaworthiness or maneuverability. The bait wells have holes drilled at specific angles to allow a constant flow of water through them at all times. I kept bunker alive in these wells for an average of four hours, sometimes up to seven hours. Just keep in mind that your expense doesn't end with the selection of a boat. Find out how much it will cost for optional items, power, installation, and the many incidentals needed to get your boat ready for the water.

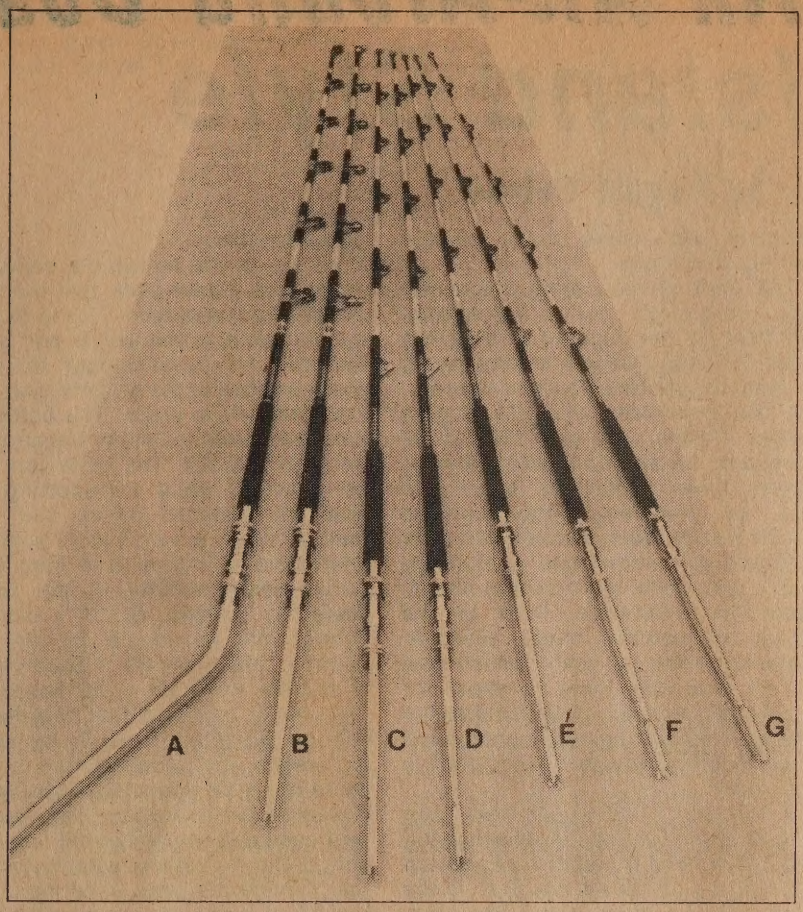
There are two pieces of electronic equipment that I would not be caught without. One is a good depth recorder and the other is a Citizen's Band set. Both these items enhanced my fishing tremendously. The CB set not only gives you the security of calling for help when you are in trouble, you can also use it to eavesdrop on other fishermen. (I often got into fish this way.) Also, when you have allies on the water, you can split up and cover more ground.

Last fall, when Scott Simons and I fished Montauk in separate boats, we split up, each of us trying the latest known hot spots. After a short while we hit fish on my boat and we called Scott to get in on the action. In this case, if we did not have the CB sets, Scott could have gone fishless.

The recorder not only points out fish, it also indicates likely spots such as holes, shoals, and rocky bottoms. You can locate bunker and other bait fish when they are not showing on the surface, and you can also use it as a navigational aid.

Trailer or no trailer is another big question. Once more I ask, what is your personal preference? Do you want convenience or do you want to catch more fish. (My feeling is that it would be most convenient for me to put my boat in my swimming pool; however, I would never catch fish.) I personally chase the fish all around the Island. Wherever the action is, that's where I am, from Montauk to Sandy Hook and on both shores of the Sound. If you decide to trailer your boat, be sure you go for a good trailer.

(Continued on page 29.)



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BASS BOATS
Long Island Style

by Angelo Peluso

The past decade has seen a tremendous increase in the number of fresh water fishermen whose specialty has become the pursuit of large-mouth bass. Along with this interest have come phenomenal technical innovations regarding the type of equipment used to catch bass. Sophisticated tackle, both of the rod and reel variety and of the electronic type, has become an almost inescapable necessity. The bass fisherman's mode of transportation, his boat, has likewise become a thing of sophistication. These super-boats are usually in the sixteen-foot category and have power plants around the 100 HP mark.

A point to bear in mind is that many of these powerful machines developed out of necessity. The exceptionally large lakes and man-made reservoirs of the south and southwest require that the boats be able to cover these large expanses in relatively short amounts of time. The sheer power and speed of this breed of boat are only two of the modern characteristics. There has also been the addition of much electronic gadgetry, making these super-boats some of the most technical wonders afloat. I am firmly convinced that the modern bass boat, when not chasing bass, is fully capable of chasing submarines.

This type of craft developed where there was a definite need present, but this does not mean that every and all bass fishermen must possess one in order to be both efficient and effective at catching bass. Though these boats are used extensively by bassmen all across the country, and by some exclusively, there are most definite times and places where they are just not practical. Some such places are on the fresh water bodies of Long Island. It is for this reason that a new breed of "bass boat" has been developed, the customized johnboat.

I was first introduced to the johnboat innovations by members of the Long Island Bssmasters. The membership of this organization, being avid participants in the sport of bass fishing on Long Island, found it advantageous to modify the standard johnboat to meet the requirements made necessary by L.I.'s fresh water lakes and ponds. The end product of this modification is an extremely practical bass fishing craft capable of handling well under many diverse fishing conditions.

The craft shosen most frequently for conversion is an aluminum johnboat in the ten-and twelve-foot sizes. Some individuals are beginning to lean toward the fourteen-footers, but the smallness of L.I.'s waters allows for the 10's and 12's to be adequate. An addition which almost always takes immediate priority is that of installing polypropylene plastic swivel seats. These seats offer a degree of comfort and practicality that is well worth the time and money spent on installation. Prior to the actual installation, many bassmen prefer removing the center bench seat (if the boat has one) to allow for additional space. This increased fishing area will be well appreciated when mobility between fore and aft is necessary.

A number of techniques have been devised for mounting the swivel seats, and it should be noted that permanent mounts are not at all practical if the boat is to be car-topped. The ideal set-up for the car-topping crowd is one which utilizes removable seats. If the boat is to be trailered, a more permanent modification with the addition of foot-high pedestals is also recommended.

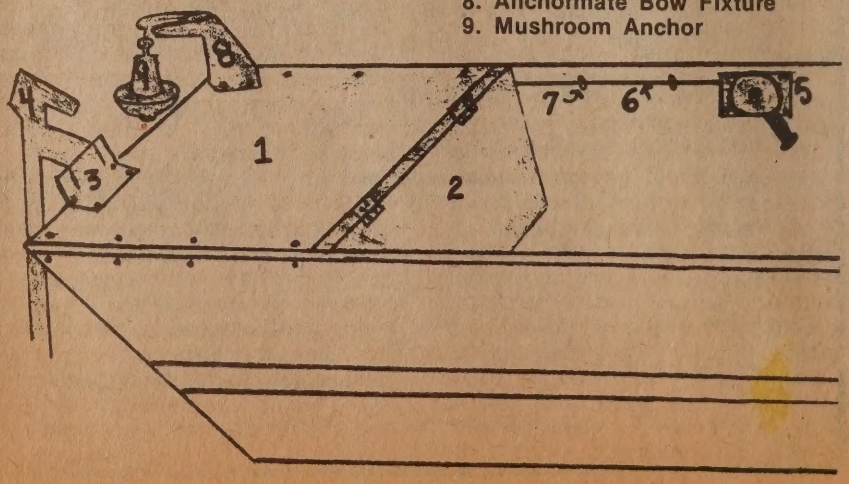
As far as the removable seats are concerned, I have seen two methods utilized for installation. One is to weld a metal plate to the swivel portion of the seat, drill holes through the plate and the edges of the original boat seat and then bolt in place. The bolts can then be removed while transporting the boat in place. The bolts can then be removed while transporting the boat and replaced before use; this method offers a very secure seat. An alternative technique is to mount the swivel seats directly to the bench seats by means of "C" clamps. Though not as secure as the first method, this does offer a good degree of stablity with a bit easier assembly.

It should be noted that seat height can be adjusted to suit individual preference by constructing home made box-type pedestals upon which the seats are mounted. The type of seat used can be easily obtained from any of the mail order establishments that service the bass fisherman. One individual that I know even adapted a set of old plastic chairs to satisfy his bass boat's needs.

A second modification to the johnboat is the addition of a deck.

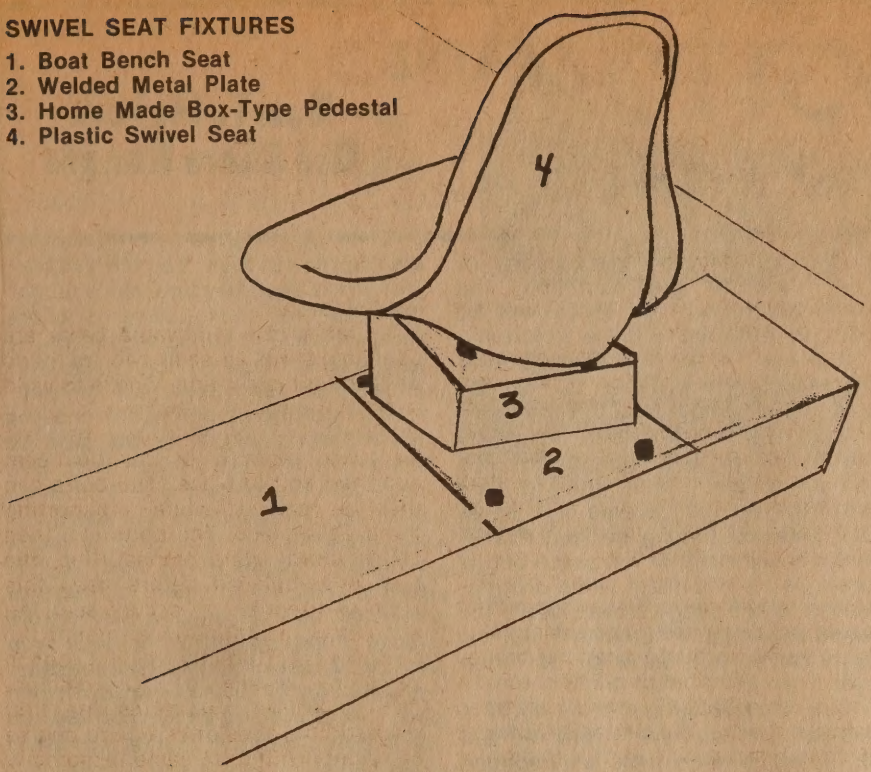
BOW SECTION MODIFICATIONS

1. **3/4" Plywood Deck**
2. **Hinged Door**
3. **Motor Mount**
4. **Electric Motor**
5. **Anchormate Reel & Handle**
6. **Anchor Rope**
7. **Rope Guides**
8. **Anchormate Bow Fixture**
9. **Mushroom Anchor**



SWIVEL SEAT FIXTURES

1. Boat Bench Seat
2. Welded Metal Plate
3. Home Made Box-Type Pedestal
4. Plastic Swivel Seat



This can be constructed of ¾" plywood cut to fit the bow section and bolted to the rolled edges. With the application of a coat of varnish the deck is made impervious to moisture and also holds up better under use. The deck's most useful purpose is that of supporting bow mount brackets for electric motors and mechanical anchoring devices. Another very practical modification to the fore-section that I have seen is the attachment of a hinged door to the edged portion of the deck, thereby creating a storage compartment. Taking into consideration all of the gear that a bass fisherman totes around, a compartment of this nature is a welcome and worthwhile addition.

As mentioned, the forward portion of the deck can be utilized as a support for mechanical anchoring equipment. One of the most popular is the commercially manufactured *Anchormate,* which consists of a crank-type handle with reel and a metal bracket extension that contains a pulley and also secures the anchor.

The installation of this device is a relatively simple operation. To secure the handle, the first step is to drill holes through the upper portion of the boat sides, just under the gunnel area, approximately four feet from the bow. Before bolting in place it is a good idea to cushion the handle assembly against direct contact with the boat metal by placing a square of ¼" plywood between the surfaces. The pulley arm assembly can be secured directly to the deck on a point near the front of the bow. Rope guide eyelets can also be placed at spaced intervals from the point of the handle to a point near the pulley assembly. This will allow for a smooth rope flow when releasing and retreiving the anchor. An eight-or ten-pound mushroom anchor rounds out this set-up, giving the fisherman a very practical system of anchoring.

Small water bass boats use small water power plants; namely, the electric motor. Originally designed to be used for trolling purposes, these motors have become the primary source of mobility for the Long Island bass fisherman. No one will ever break a water speed record with one, but our need for a power supply is satisfied. Aside from the fact that gas motors are prohibited on many L.I. waters, use of the electric allows one to fish a bit more thoroughly, since the temptation to scoot from one end of the lake to the other is diminished. As far as mounting the motor, it is my personal preference to place the electric in a bow-mounted position, since this location allows for easier operation. It should be noted that many electric motors require the motor assembly to be rotated a full 180 degrees so that the "tractoring" effect of bow mounting can be acheived. I have found that this method of tractoring substantially increases maneuverability and decreases the drain on the battery.

The types of motors on the market are varied and personal preference will

(Continued on page 18.)

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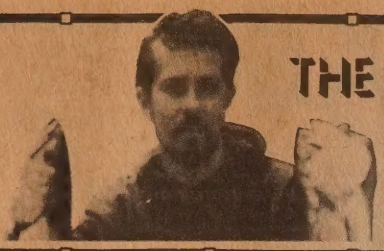


THE BOTTOM LINE

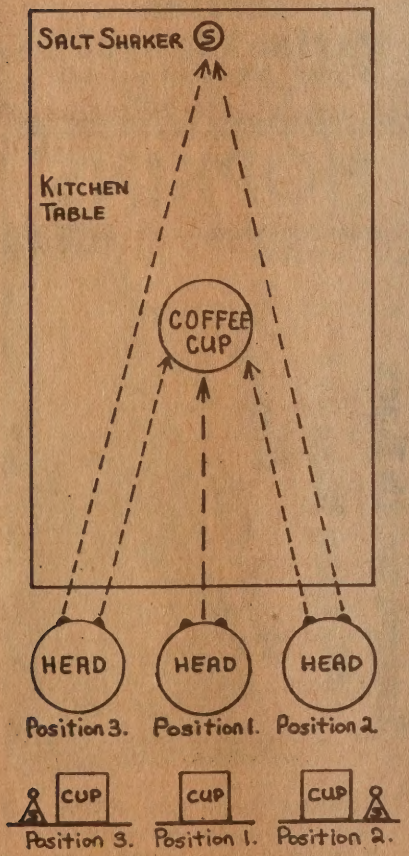
with Scott Simons

How To Make & Use Shore Ranges

While the use of marker buoys to mark a spot can be an invaluable aid to your bottom fishing, they are usually only good on a day-to-day basis. (See "How to Make & Use Marker Buoys," L.I.F. Volume 8, No. 45.) The same hold true for such time-honored, tongue-in-cheek methods of marking a spot by drawing an "X" on the water or the side of a boat. For long range location of fishing hot spots, the use of shore ranges is the only reliable method.

The principle of a shore range is simple: two stationary objects on shore will appear to be in different positions when viewed from different positions on the water. In other words, by changing the position of your boat to the shoreline, the stationary objects on shore will be seen in different relative positions.

DIAGRAM A.



The principal of shore ranges can easily be illustrated by placing a salt shaker and coffee cup on the kitchen table. By keeping you eyes at the same level as the top of the table and moving your head, the salt shaker will appear in different relative positions with the coffee cup.

It doesn't make a difference what the objects are so long as they are permanent structures. Don't use objects like parked cars or people on the beach to take ranges for the obvious reason that as soon as they move the ranges become worthless. One time my fishing partner, Frank, took a shore range with a beach buggy when we hit into fluke while drifting. As the beach buggy moved down the beach our range moved with it, but the fluke stayed put, ne'er to be found ag'in.

Now study diagram B. In figure 1 you can see two houses (one red and one blue), a large rock, a telephone pole and a boat as they would appeat from the aerial view. In figure 2 we see the shoreline as it would appear when viewed from the boat. The telephone pole and a boat as they would appear the rock is at equal distances between the two houses, and the blue house stands alone.

In figure 3 the boat has moved down the beach to the left and the shoreline has changed. Now the telephone pole is on the left edge of the red house and the large rock kisses the left side of the blue house. In figure 4 the boat has moved again and yet another view of the shoreline is presented. Now the rock is kissing the right side of the red house and the telephone pole is in the center of it, while the blue house stands alone. Three different boat positions make three differently-appearing shorelines, giving you three different shore ranges.

It is important that the objects chosen for ranges are at varied depths from the viewer's eye. Choosing objects that are the same distance from it is almost worthless because as you change positions on the water their relative positions on the shoreline will have changed little. But when two objects are at different depths, their relative positions will be more pronounced. The accuracy of your shore ranges will increase in proportion to the distance between the objects used.

How are shore ranges put to practical purpose? Let's suppose you are drifting for seabass and suddenly pass over a small reef where the fish are stacked ten high. You immediately look at the shoreline and take a range: the telephone pole in the center of the rock, which is touching the red house as shown in figure 4, diagram B. Then check your depth recorder: 32 feet.

After putting several fish in the box the action tapers off, so you start up the engine to make another drift. Run back until the range you took lines up correctly. Now look at the depth: if you are shallower than 32 feet, you're probably inshore of the reef; if it is deeper, you are probably offshore of it. Move the boat, always keeping the range lined up correctly until you reach 32 feet of water. Theoretically, you are now on the same spot as when you started taking fish, provided the direction of the drift has remained constant.

But what do you do if you don't have a recorder, or the depth of water remains fairly consistent? This calls for a double range. Study diagram C.

DIAGRAM B.

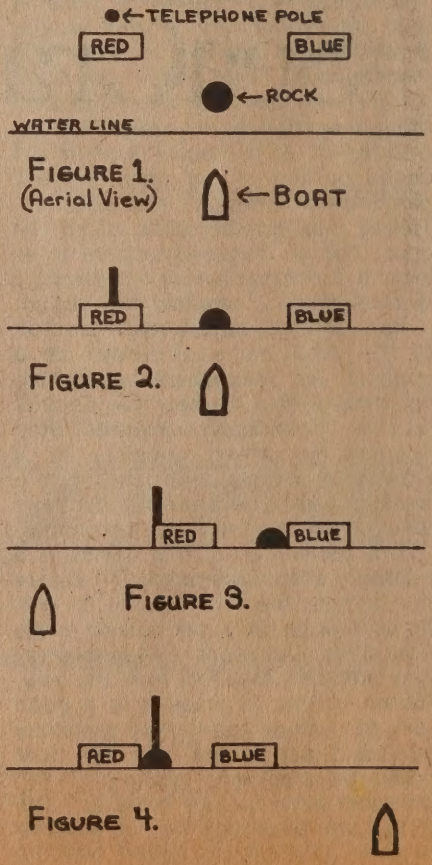


DIAGRAM C.

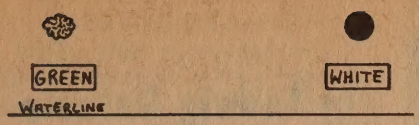


FIGURE 1.

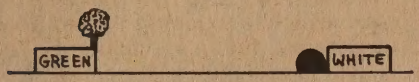
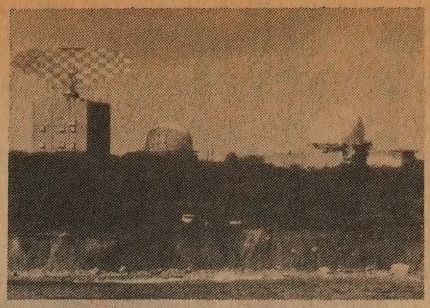


FIGURE 2.

Figure one is an aerial view, and figure two shows how the objects would appear from the boat. Using the principals outlined for taking a single range, take a range on the green house and the tree, and a second range on the white house and the rock. By using two ranges you not only get the angle from a shore location as you do with a single range, but the distance from shore. A double range always locates the desired position where the directions of the ranges bisect each other. This is

(Continued on page 31.)



The radar station at Montauk is a popular object these used to make shore ranges. The station consists of a rotating radar screen and two white domes. The pictures at left were taken from a boat the same distance from shore but about a thousand yards apart. Notice how the dome at the right in the top photo has changed its relative position in the bottom phot considerably.

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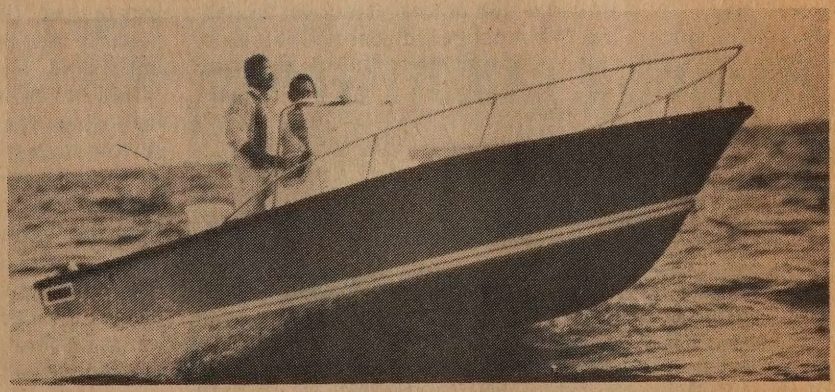

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Why You Should Have A Compass!

by Ludwig Gutwein

Many boat-owning fishermen are going out and buying sonar units for their fishing machines. This is fine, and the gadgets are certainly a great aid in locating fish. They will, however, not point the way to the fishing grounds or toward home when the fisherman is lost in fog. So, many fishermen are missing one of the most important devices any boat can have, a compass. Through first hand experience I discovered how Nature can change this arrangement.

My father and I have a passion for fluke fishing during the summer months. We fish in Moriches, trailering our rig down to one of the many ramps in the area. I found the idea that we needed a compass in this area laughable.

The bay is probably no more than three miles wide, and our fishing grounds are visible from the ramp. Even when there was fog, we would go out, knowing that the fog would soon lift. Therefore, when there was some fairly dense fog on the bay last June, we weren't phased at all. We unloaded the car, launched the boat, and off we went.

I don't think we were out thirty seconds when we became lost. We didn't think we were lost because we had an idea of the general direction in which the inlet was, so we headed on that course.

Everyone who has fished Moriches knows that in the middle of the bay there is a small island with shallows around it. When we got close to the middle of the bay, we hit the shallows. We knew from experience that all we had to do was swing to the right, go around these shallows, and we'd be on the fishing grounds.

On this particular day, it was still foggy when we got to this area. We then made the biggest mistake of the day; we turned to the right. From this point on we knew we were really lost. Every time we'd turn back to get to the inlet, the shallows would still be there. This was confusing because the shallows seemed to be more extensive than they should have been. We couldn't get across them.

As a result, we began to try various new directions to get across, and with each new direction we became less sure of the correct one. The thought of going in never occurred to us, though, since we knew that as soon as the fog lifted, we could find ourselves and get to fishing. What happened next I still think of as Nature's revenge on foolhardy fishermen.

Instead of lifting, the fog got thicker and it took on a yellowish tinge. The silence of that fog still makes me shudder. It was absolutely eerie, like something awful was imminent. We both figured that we had better get out of there in a hurry. The only question was, which way was home?

While we were trying to decide, the yellow fog on one horizon of our vision began getting darker. Soon it had moved to overhead and, in the direction of its origin, there was now blackness.

I don't mean that it was dark; it was black as night. Then, in an instant, a wind blew every last bit of the fog off the water. The wind was so strong that the fog was gone as if it had never existed, and the water that had been so calm was now whipped in our faces. For a fleeting second we could see the shore not far off, but only for a second, because it was a thunderstorm which now broke on us.

The thunderstorm had been the cause of the wind, and the storm now hit us with such rain that we could no longer see the shore. Actually, to describe the intensity of the storm is impossible, but suffice to say that it rained so hard that the drops hurt when they hit us. The noise of the storm made speech impossible, although we were standing next to each other.

These things proved to be less fearful than the lightning which accompanied the storm. It was coming down so close that we could smell the ozone that was formed by each bolt. To get off the water was absolutely essential, so we hit the throttle and kept going until we ran aground at the beach seen in our fleeting second of vision, before the rain had come. I dropped the anchor over and we hightailed it to a nearby wooden pier.

The storm soon began to lessen in force and passed within half an hour. Soon thereafter, the sun came out, but we had had enough "fishing" for that day. We went back to the ramp, which we could now see again, and called it quits. On the way home, we made one stop, where we picked up a good compass.

The point of the narrative is to show a

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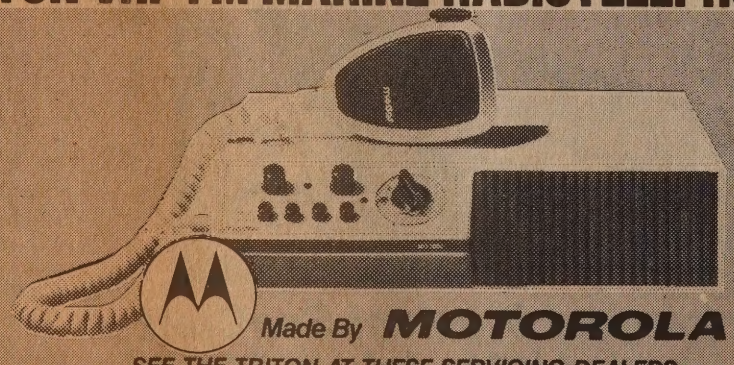

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truth which we fishermen often gloss over with our own imagined prowess. Given the right circumstances, anyone can become lost. Fog tends to make one think that one is going faster and travelling further than he actually is.

Change direction in thick fog a few times and not many will be able to remember their original course. Add a thunderstorm to the fog and you're playing Russian roulette with your boat. And, while it may not be a common circumstance, the above example shows that such conditions can and do exist. Therefore, one could seriously question the existence of any totally safe coastal body of water, where some conditions of water and weather could not be thought of as becoming deadly for an ill-prepared fisherman. The compass, next to a good motor, may be the fisherman's greatest insurance against a deadly whim of Nature.

A compass, in combination with nautical charts, will guide a lost boat back to shore. This is sometimes all that determines life or death. One should for this reason obtain a compass for his boat long before a sonar unit or any of the other luxury items.

A fairly good compass will run about thirty dollars, but the investment is well

(Continued on page 31.)

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BASS BOATS — L.I. Style
(Continued from page 13.)

once again rule. Bear in mind that some do have substantial differences; this will require a bit of comparison shopping on the part of anyone in the market for an electric motor. Some of the more outstanding differences are: the power variance between the twelve-and twenty-four volt models (some motors adapt to both), few speed selections as opposed to variable speed increments (up to ten on some models), and hand-operated as opposed to foot-controlled motors. Your pocketbook is usually the ultimate decision-maker in a situation like this.

While on the subject of motors, we cannot neglect to examine the battery, for without it the boat would remain at the launching site (unless you intend to row). My own battery is a twelve-volt, sixty-ampere one and it has, over the past several years, worked very well for me. Make note of the fact that the higher the ampere rating the longer the running time that you will be able to gain from a fully charged battery.

Regardless of the rating, it is essential that the battery be the best one that your pocketbook can afford: marine batteries are usually more durable than regular automobile ones. I also suggest that you obtain either a plastic, wooden or metal carrying case for the battery. This not only enables you to carry it more easily, but also protects you and your equipment from any spillage of battery acid.

After a day's use I make it a habit to connect my battery to a trickle charger in order to rebuild it's charge. I have found that a sixty-ampere battery, when fully discharged, takes about fifteen to twenty hours to recharge on a four-ampere charge. During periods of non-use try to keep the charge as full as possible in order to avoid any internal damage to the plates. A little care can go a long way, especially when you need that additional "juice" to keep you mobile.

One very interesting modification to the johnboat involves placing the battery behind the rear seat, running an extension cord through the rolled outer edges of the boat. A plug and socket are adapted to the motor and the extension cord respectively. The circuit is then completed by plugging the motor into the cord. One of the most significant advantages of this arrangement is in the effects of being able to place the battery in the rear of the boat. This is especially important when you consider all of the weight that is in the front of the boat: you, the motor, and the anchor.

The above stated changes to the basic johnboat are usually the items that receive top priority, and are most often the first type of changes that are made. There are also a number of other additions that will prove very useful to the bass fisherman. One such change is the addition of some sort of outdoor carpeting to the floor of the boat. Being aluminum, the boat becomes a floating resonator for all noises created within it. The dropping of a plug or the clanking of a net handle are all that will be needed to send a cautious bass running for the nearest cover. The carpeting has the qualities necessary to muffle many of these harmful noises.

Every bass fisherman has a tendency to carry with him upwards of two or three fishing rods; some carry as many as six. With all of the other equipment taking up valuable boat space, it is advisable to add some sort of rod holder. Aside from getting the rods that are not being used out of the way, the holders can place the rods in a location that reduces the chance of them being damaged. There are several types of holders presently on the market, but one of the safest is the type that holds each rod securely between two foam rubber surfaces.

Many very useful devices for holding and protecting electronic equipment are also high on my list of recommended adaptations. These types of devices are sold commercially and come with very explicit instructions for installation.

I have attempted to present you with a number of practical modifications that I feel can transform any johnboat into a very effective fishing machine. Though we all look at times toward the big super-bots, and down deep wish we were at the controls, it might be wise to remember that sometimes good things come in small packages, at least for the Long Island fisherman they do.

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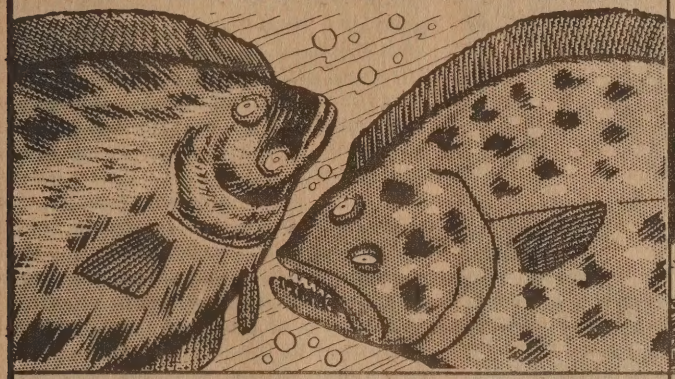

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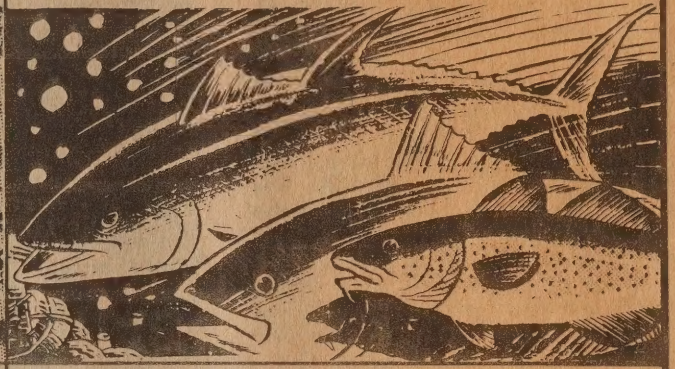

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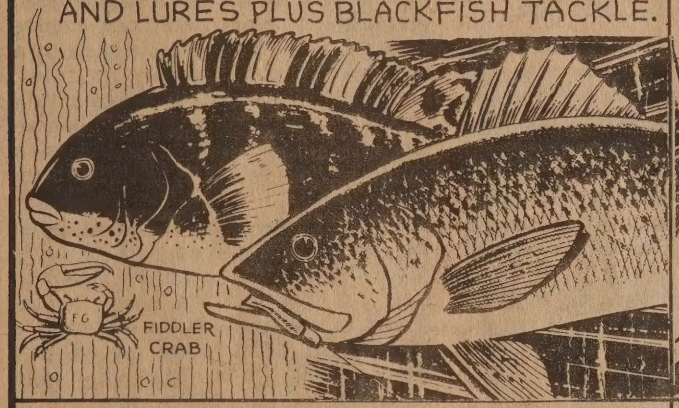

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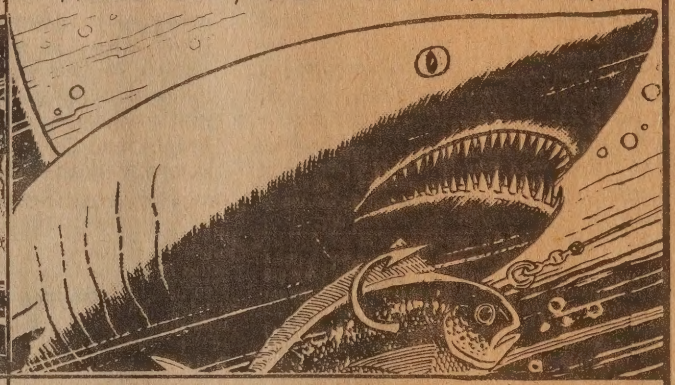

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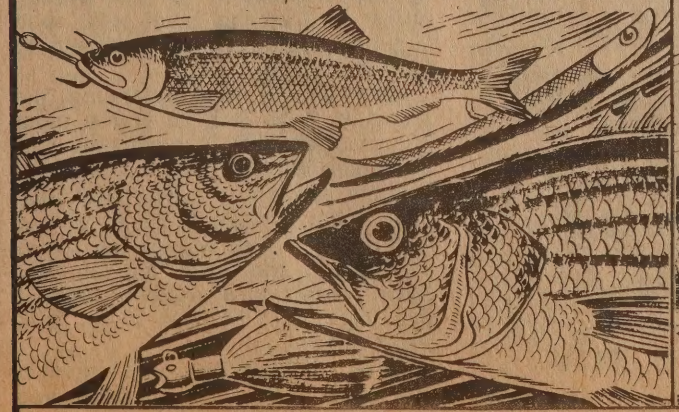

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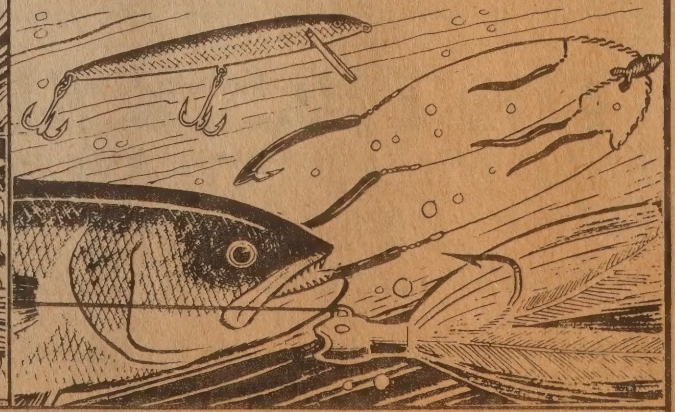

THE BABYLON TUNA CLUB WON THE LAST *(1973)* U.S. ATLANTIC TUNA TOURNAMENT, THE WORLD SERIES OF FISHING, SO YOU WILL BE LEARNING FROM EXPERTS, BOTH INSHORE & OFFSHORE. THE BTC ALWAYS WELCOMES NEW MEMBERS - ONE REQUIREMENT - *YOU MUST LIKE TO FISH!*

Choosing the Right Propeller

by Don Vetter

How often have you heard the lamentations of a novice boatman whose new outboard failed to live up to his expectations? More often than not there is nothing intrinsically wrong with the motor, for the modern outboard is as trouble-free as space age engineering can make it. The trouble usually lies with the stock wheel (propeller) which may be unsuitable for the particular application our hypothetical boatman has used it for. Bear in mind that it is the outboard propeller we are dealing with exclusively here, since inboard and outdrive units are sold as a single entity with the craft they power, and the manufacturer's propeller selection leaves little latitude for error.

In the case of the outboard, however, the wheel which comes with the motor is designed for the "average" size and type hull which the manufacturer visualizes it being employed with, relative to its horsepower. Given the nature of man's propensity for experimentation and the natural desire to make do with less horsepower in this day and age of high fuel prices, it is not too surprising that the inexperienced may choose a mismatched boat and motor combination. Even in these cases, satisfactory performance may be obtained with the proper wheel, and while the propeller selection guide supplied with most new outboards is a great help, it is no substitute for a knowledge of the forces which govern propeller performance.

The screw propeller was invented in the earlier years of the last century by John Ericcson (of Civil War "Monitor"

The author's motor utilizes a through hub exhaust propeller.

fame) and rapidly supplanted the paddle-wheel as the motive power of seagoing vessels. Despite modern refinements, the principle remains the same; just as an ordinary screw will travel a given distance into a plank of wood with each turn of a screwdriver, so will a propeller push a vessel through the water with each turn of the shaft.

There are two basic dimensions which apply to propellers: i.e. diameter and pitch. Both are determinants in judging potential performance. Diameter is merely a measure of the maximum distance from blade tip to blade tip, while pitch refers to the theoretical distance the wheel will move through the water with each revolution; theoretical because water is a fluid medium rather then the solid in the example of the wood screw used earlier, and the factor of slippage must be taken into account. Propellers which operate with the least amount of slippage are the most efficient. As a general rule small diameter, high pitch wheels are best employed on light planning hulls operating at relatively high speeds, while large diameter, low pitch propellers work best with heavier, or displacement type hulls carrying large loads at lower speeds.

There are factors other than the propeller which are also important in their effects on performance, and they should not be ignored. Though almost all modern powerboats are designed to operate as planing rather than displacement hulls (that is, they ride atop the water at speed, rather than pushing through it), there are myriad variations in bottom configuration: trihedral, deep-V, step-V, etc., and some are more water-resistant than others. It takes a bit more power to plane a deep-V hull than it does for a trihedral of similar size and weight, for example.

Motor angle or trim is another factor: if the outboard is angled too far out from the transom, the boat will tend to ride with its bow high at speed. If the angle at the transom is insufficient, the bow will dig into the water. Ideally the motor's trim should be dead level with the waterline at normal operating speeds. Condition of the bottom of the hull also effects performance. A boat left in the water for any protracted period without proper anti-fouling paint will soon acquire a sufficient weed growth to slow it considerably.

Other factors notwithstanding, the propeller is far and away the most important element in good boat performance. How to determine the most suitable propeller for your particular boat/motor combination? A reliable tachometer if THE way to tell if you are getting the most out of your wheel; selecting a propeller without this instrument is little better than sheer guesswork.

When you read the owner's manual that came with your outboard, you find that it was designed to operate at peak efficiency within a given R.P.M. range. To realize the maximum potential from your motor, it should run

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somewhere near the middle of that range at top speed. If, for example, the manual states your motor was designed to operate in the 4500 to 5500 R.P.M. range, it will achieve its best if it runs at about 5000 R.P.M. at top speed. This can only be determined with the aid of a tachometer.

Should you find that your motor will only attain the lower end of the range at top speed (in the neighborhood of 4500 R.P.M. in this case), it would be wise to change to a lower pitch, larger diameter wheel to take some of the strain off it by allowing it to rev up more. If the reverse is the case and the outboard is running at or near the top end of the suggested operating range, a higher pitch, smaller diameter propeller will lower the motor's R.P.M.'s and may even increase the boat's speed substantially.

Aluminum is far and away the most popular material used in the manufacture of outboard propellers, though bronze is often used for special applications such as racing, and teflon-coated stainless steel is gaining in popularity because of its reduced water resistance. The steel wheels provide an additional advantage in that they are tougher and less likely to bend or break off a blade, should they make contact with a submerged object, than are the softer aluminum propellers.

Almost all modern outboards in the middle and higher horsepower ranges come equipped with through-hub exhaust propellers. These serve to lessen drag by ejecting water from the cooling system and exhaust gasses into the partial vacuum created by the centrifugal force of the spinning propeller blades, and make for quieter operation by burying exhaust noise deep in the wake. There is a small flange on the outer edge of the hub of the stock propellers of all O.M.C. outboards which serves to direct cooling water back toward the intake ports in the lower until. This is helpful in low speed operation when the water pump works on a displacement basis in that it prevents overheating. At higher speeds the passage of the boat through the water provides all the coolant necessary, and the flange creates enough drag to take several hundred R.P.M.s off the top speed of faster boats. If most of your running is done at higher speeds, a straight-through (bazooka) hub wheel may be a better choice. When an extensive amount of trolling or other low speed operation is anticipated, the flanged-hub propeller is best.

There are many other factors, such as cavitation, which space does not permit going into here, but these are the essentials in choosing the right propeller.

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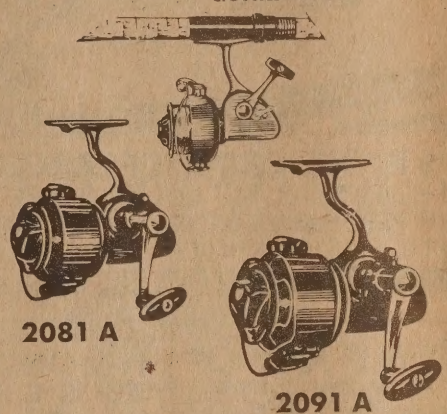

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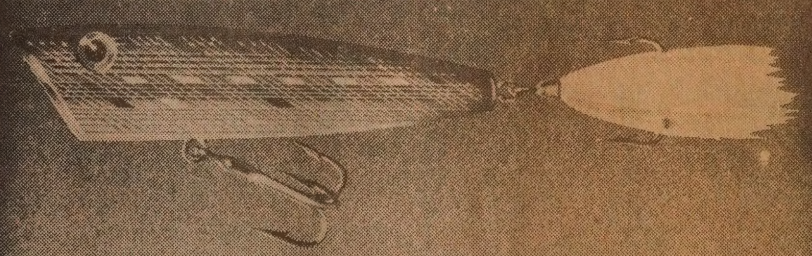

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BOAT RIP-OFFS THE CURSE OF THE L.I. WATERFRONT

BY FRED GUARDINEER

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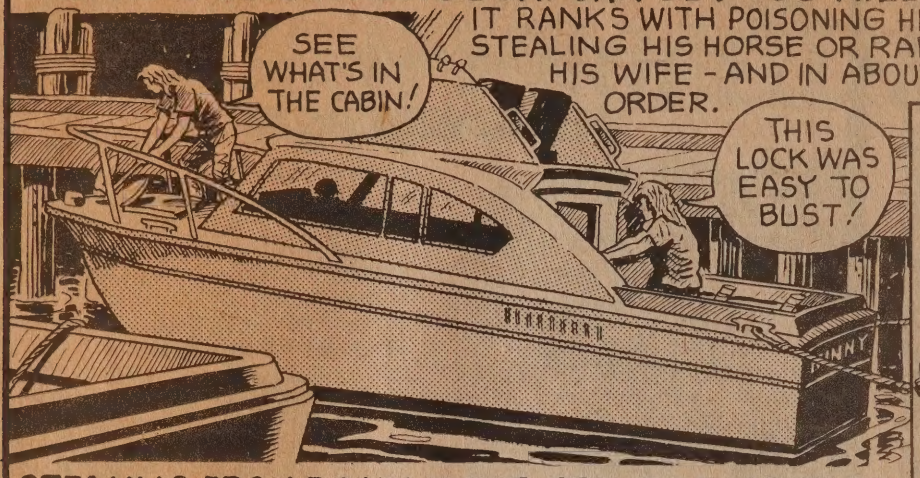

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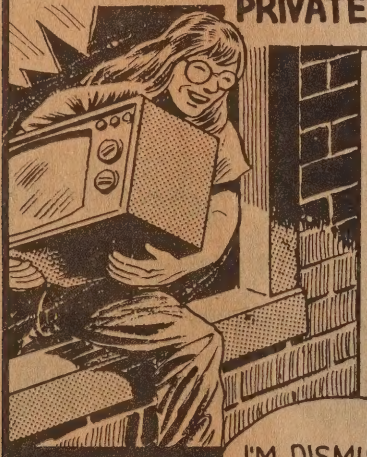

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BE CAREFUL! IF YOU CATCH YOUR THIEF, DON'T LEAVE ANY EVIDENCE!

SOUTH SHORE Fishing Report

MONTAUK

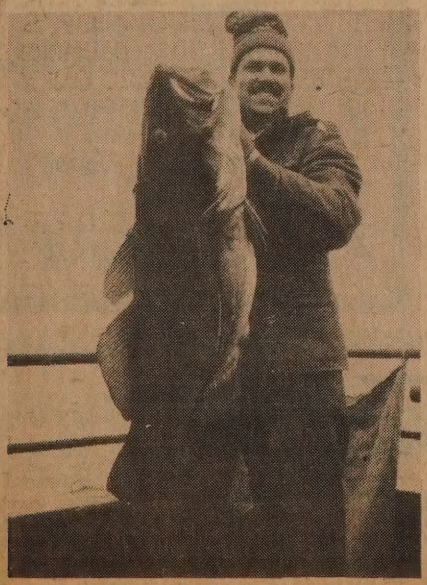
Capt. Betty Mulhern of the **Viking Star** said the codfishing had been good all week up until Sunday. During the week the catches had been good with plenty of nice sized cod. Lately they have been picking up quite a few blackfish, enough to be a significant part of the overall catch. Sunday with its nice weather was terrible for fishing. They just picked around for a few fish.

The **Peconic Queen** has had very good fishing around Block Island area all week long according to Capt. Les Behan. They have had several cod in the 40 pound plus class but otherwise the fish are below 20 lbs. and smaller. Capt. Behan says everyone has fish as he guarantees it.

CAPTREE

Very good fishing on Friday, Saturday and Sunday said Capt. Hubert of the **Speedy V**. During the week it also was good averaging over 150 fish each trip and better on the weekends. Most of the fish are 5 to 7 lbs. and better and a few have gone to 30 or 40 lbs. Most of the fishing at present is east of the N.B. buoy.

The **Capt. Scotty** said the fishing has been steady all week. The cod run from 4 to 12 lbs. mostly. On some days as many as 6 or 8 fish of the catch weigh in at 25 or 30 lbs. and better. Dogfish are present but not a major problem.



Adrian Nesnadny of New Jersey hefts the 58½ lb. cod he took on December 31st aboard the Peconic Queen II out of Montauk.

N.Y. BIGHT Fishing Report

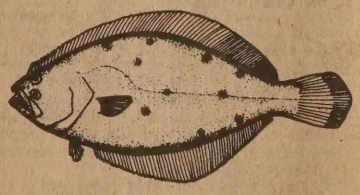
FREEPORT

Richie Kessinger of the Capt. Jack's **Starstream II** raved about the good fishing all week. They had 14 cod all 20 to 35 lbs. during the week. On Saturday Ernie Welsh of Jamacia had 23 fish as high hook. Most of the cod caught are school cod of 5 to 10 lbs. Many anglers could improve their catches by listening to the mates and the captain when they suggest how to fish for cod.

Spider Schmidt of the **Aloma II** said his present captain has been scoring well on cod these part weeks. Saturday saw 40 fish for 14 fares. All of these fish were between 4 and 10 lbs. Sunday the catches ran from 3 to 10 fish each fare with some of the fish weighing up to 22 lbs. They are working the area southeast of Cholera.

SHEEPSHEAD BAY

Fred at **Mike's Tackle** said the codfishing has been good. Most of the boats are fishing east of the Cholera Banks. The boats fishing for whiting are mostly at Ambrose and at present these are big fish of 1½ lbs. and better. Some boats are going at night on Wednesday, Friday and Saturday. Mackeral catches has been an on and off thing. They have been taken by both the cod and whiting fishermen. This fishing is not a sure bet but you should come prepared for it.



NORTH SHORE Fishing Report

HUNTINGTON

Capt. Don Constantin of the **Ever-Ready Fleet** had his first experimental trip of the winter season. The fishing catches are not guaranteed but there is a lot of fun trying. There is free hot coffee and tea. He also has an odorless heater for the cabin. The next trip they will try for striped bass at the hot water discharge of the Northport Lilco plant as well as whiting and tomcod.

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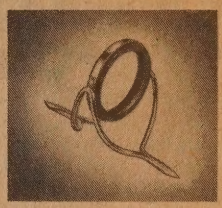

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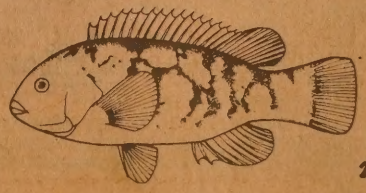

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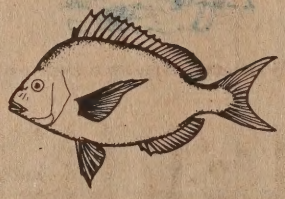

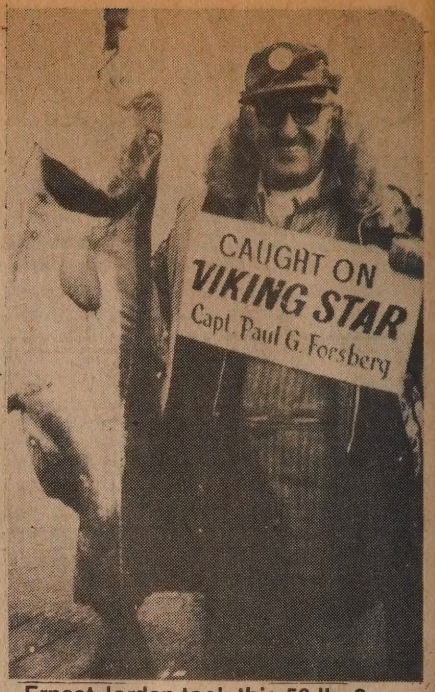

Ernest Jordan took this 50 lb. 2 oz. cod aboard the Viking Star out of Montauk on December 29th.

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The major periods begin at the time shown and last for an hour and a half or two hours thereafter, and are in black face type. The minor periods are somewhat shorter in duration.

	A.M.		P.M.	
	Minor	Major	Minor	Major
Thurs.	1:40	8:20	2:10	8:45
Fri.	2:30	9:10	2:55	9:35
Sat.	3:20	9:55	3:50	10:20
Sun.	4:05	10:40	4:35	11:00
Mon.	4:50	11:30	5:10	11:45
Tues.	5:40	—	6:00	12:20
Wed.	6:35	12:45	6:55	1:05
Thurs.	7:20	1:25	7:35	1:45

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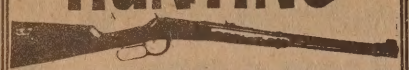

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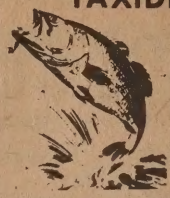

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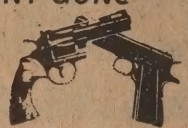

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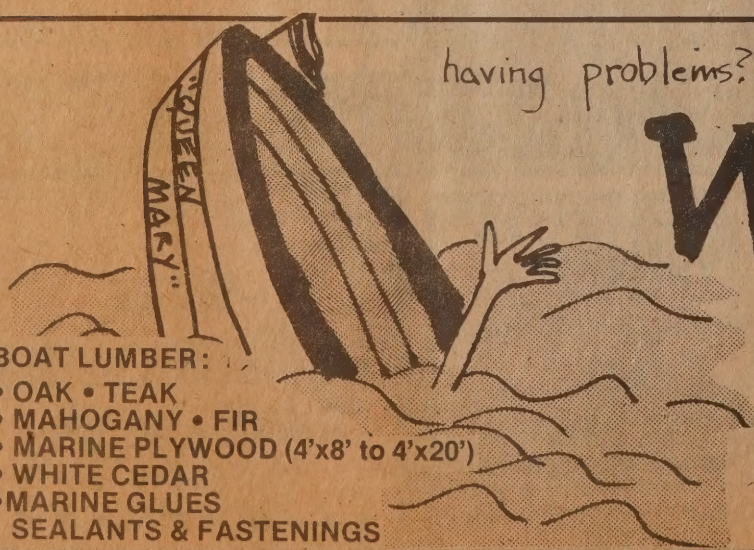

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- MARINE GLUES
SEALANTS & FASTENINGS

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FREEPORT, N.Y. (Off Sunrise Hwy.)
(516) FR-8-2612

AN ALL-AROUND BOAT
(Continued from page 10.)

This means it should handle easily and stand up to the abuse you will be putting it through.

I selected the E-Z Loader (all galvanized) trailer. The boat goes on and off this trailer with such ease that I can handle it alone with no trouble at all. Don't try to save money here, though. Trailers hardly depreciate and you can always get a good portion of your money back when it's time to sell. I recommend an all-galvanized trailer (no paint) featuring an all-roller cradle.

My philosophies on fishing and boats may be considered strange by some. I enjoy catching the lowly flounder as much as I enjoy pursuing the almighty striper. And I'm not a neat nut by any means. When I come home from fishing, one glance or sniff will tell you where I've been. I don't particularly care for the cleaning or maintenance departments of boat ownership, so I look for the boat that will require as little care as possible.

I need a rugged boat, also. When I have a bass boiling behing my Atom 40, I don't care if I'm going to drift into the rock of Gibralter; I can't begin to count the number of rocks I bounced off when fishing. My though is the more time I have to spend painting and cleaning, the less time I have to fish, so I do as little as possible.

Don't get the impression that I'm a slob. I'm just trying to tell you that when I select a boat, I also look at the maintenance end of it: I won't own a boat that needs a lot of care and cleaning. One wax job in the spring, and for the remainder of the year all I want to do is hose it down at the end of a day's fishing. Scratches and chips can always be mended. I'm a fisherman first, and after that comes all the other stuff it takes to own a boat.

Well, now you know how I went about buying a boat. I hope I've been of some help to you. I wish you an excellent fishing season and I'll see you on the water.

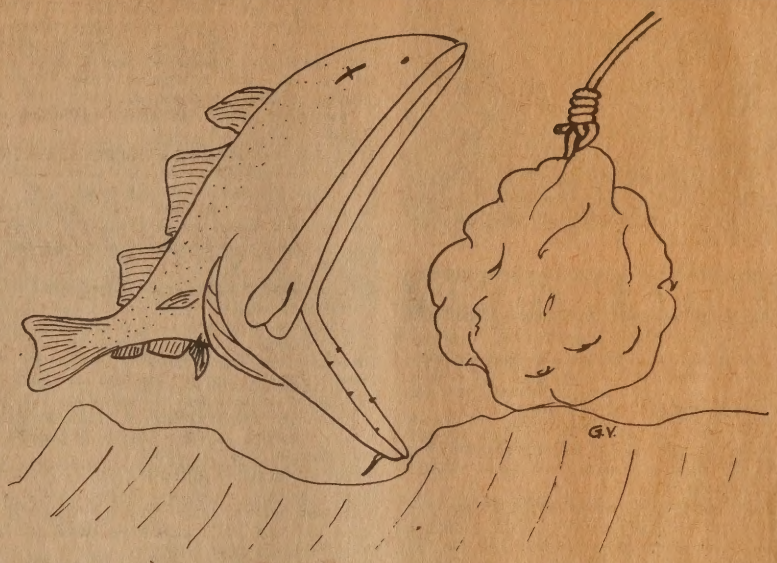
FIRE ISLAND DROP BACK

• DON'T LEAVE THE DOCK OR RAMP WITHOUT A *FIRE ISLAND DROP-BACK*, WHEN TROLLING TIME ROLLS AROUND AGAIN •

See Your Tackle Dealer First, Or Send $3.75 (+ Tax) to:

FIRE ISLAND DROPBACK
1375 E. 53 Street
Brooklyn, N.Y. 11234

Tip of the Week



You can't use too large a hook or too much bait when codfishing. It stands to reason that a fish can see a larger target more readily than a smaller one, so use all the skimmer your hook will hold. Even a small, school-sized cod has a mouth large enough to take an 8/0 or 9/0 hook loaded with several whole skimmers—with room to spare. Want more fish? Give them what they want!

The Fisherman Library

SUCCESSFUL OCEAN GAME FISHING
by Frank T. Moss

A comprehensive accumulation of every phase of ocean fishing. Includes big game tuna and marlin as well as stripers and blues. Tin boats to 50 foot sportfishermen. 256 pages, 194 photographs.
International Marine Pub. List $12.50
FISHERMAN LIBRARY PRICE $11.25

FLY FISHING IN SALT WATER
by Lefty Kreh

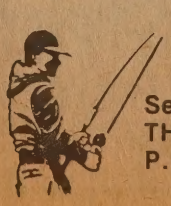
The saltwater fly fisherman bible. Complete in every detail and superbly written. Includes techniques and tackle for every gamefish from striper and blues to sharks and billfish, knots fly patters and much more. Nothing is left out. 252 pages, and illustrations.
Crown Publishers List $9.95
FISHERMAN LIBRABY PRICE $8.95

PRACTICAL BLACK BASS FISHING
by Mark Sosin & Bill Dance

The most complete practical guide to fishing for large and smallmouth bass. Covers structure, lures, tactics and all the latest modern techniques. A must edition for every bass angler. First 100 copies Autographed! 212 pages and illustrations.
Crown Publishers List $7.95
FISHERMANS LIBRARY PRICE $7.15

MODERN SALTWATER SPORT FISHING
by Frank Woolner

Saltwater Sportsmen's famed editor has put it all together on one complete, entertaining and educating volume. From knots and terminal tackle to surf, boating, bay and pier techniques. From flounder and fluke to stripers, snook and tuna;this book has it all. Woolners easy to read style will make this one of the favorites on your bookshelf. 365 pages, illustrated.
Crown Publishers List $8.95
FISHERMANS LIBRARY PRICE $7.95



Send Check or Money Order to:
THE LONG ISLAND FISHERMAN
P.O. Box 143, Deer Park, New York 11729

CLASSIFIED

To place an ad in The Long Island Fisherman Classified call (516) 667-6636. Ads are billed at 15 cents a word with a 30 word or $4.50 minimum. Extended run discounts: 12 times, 5%; 35 times, 10%; 50 times, 15%. Ask about our Photo Classified. Effective date January 1, 1974.

BOATS & MOTORS

MOBILE MARINE — Specializing in Evinrude, Johnson & OMC Stern Drives - Work done at your dock or home - Most repairs done within the hour. Start next season trouble free, by winterizing your engine now. Ask for Ed or Jim (516) 293-2434, (516) 669-5242.

MAKO, 1973, 23', 188 Merc. I/O, Certified Tandem trailer. Every available extra is on this boat very low hrs. Trades & Financing Arranged - Vic Kane - GRADY MARINE (516) 589-3100.

NEED A REAL FISHING BOAT IN THE 16'-24' RANGE? We have center console forward casting platform, maintainance free, fish machine designed for the avid sportsman. Also 16' & 20' flat bottom sharpies in stock, ready for immediate delivery. Custom built V-bottom self bailing garvies for commercial and sport fishing. Pickerell boats (516) 757-7133.

FISHING BOATS ARE HERE
25' CHRISCRAFT tournament sportfisherman
22' CHRISCRAFT tournament sportfisherman
MAKOS — GRADY WHITE — STARCRAFT center consoles - zodiac inflatables
Mercury motors - boat trailers - special prices & quality service. KRETZER BOAT WORKS, INC., 459 City Island Ave., City Island, N.Y. (212) 885-1129.

SEACRAFT, 1974, 23' SUPERFISHERMAN: Twin 165 Mercruiser I/O's, Loaded with every option. Our personal boat. Trades & Financing arranged - Vic Kane - GRADY MARINE (516) 589-3100.

WINTER STOCK ROTATION
SAVE BIG NOW on Grady White, Mako, John Dory, Lyman, Caravelle. FLOOR MODEL SALE - Save a bundle on every floor model. Extra low prices. Many small pre-owned motors in stock. STARFISH MARINE (516) 581-0881.

1974 19 ft. GRADY WHITE SPORTSMAN with 1974 115 h.p. Johnson Electric Start and controls and trailer. Extremely seaworthy and dry, outfitted for sportfishing but comfortable enough for the whole family. Four stainless steel flush-mount rod holder, Richie compass, spotlight, Sonar depth sounder, windshield wiper, running lights, Lovett Bilge Pump, full canvas and side curtains, life jackets, fire extinguisher, anchor and 150 ft. ½ inch nylon line, three 6-gallon portable tanks. Must be seen to be appreciated, cherry condition. Call Frank (516) 581-7573 after 6.

1969 SEABIRD, Economical 155 h.p. O.M.C. I/O, Excellent Condition, Yard Maintained. Full canvas & winter cover. Sleeps 4, D/F, Compass, Full C.G. Equip., Head, Deep V Hull, 80 Gal. Gas tank, swim platform. Many extras $4800 days (516) 643-6220, nites (516) PY 8-0637.

1974 26' MAKO - Twin 225 Merc Inboards, 170 gal. fuel. Ft. laud tower, Hydr. Steering, Fighting chair, Avail. with or without electronics. Electronics presently includes II Loran system, radar, chart, digital, flasher, analog recorders. Two station instrumentation, Hailer, C.B., V.H.F., etc. Too many extras to list. Dealers boat - Priced right. Contact Oak Gentry (516) 277-0823 'till 8 p.m., or Capt. Archie Jost (516) AT-9-3344.

SEACRAFT 1974 - 20' 135 Evinrude, loaded with extras, hardly used - Save $2000 over new price. Trades & Financing Arranged - Vic Kane - GRADY MARINE (516) 589-3100.

30 ft. ULRICHSEN 1969 Chrysler 225 F/W/C engine. F/B, new bimini top, D/F, S/S, Gyro compass, DC converter, new sliding doors, enclosed cabin, - ¼" tinted windows, interior all mahogany, two new batteries, all safety equipment. Great family boat, excellent condition, in water, will demonstrate. Priced for immediate sale. $4200.00 (212) 478-8626, after 6 (212) 478-9236.

ATTENTION FISHERMEN & FISHING STATIONS - 16' fiberglass tri-hull fishing boats, 6' beam, approx. 450 lbs., lot of flat deck space, takes up to 45 H.P., V bottom, foamed in flotation - extremely stable - no stronger boat made. Ocean Yacht (516) 475-4359.

BOATING EQPT

ATTENTION BOAT OWNER — Need your boat transported? Let professionals do it for you. Bill & Bill Boat Transport, Ltd. (also known as B & B Boat Transport) We handle outboards & inboards, 15'-32'. Prompt, Reliable Service. Call (516) 277-3440.

TRAILER HITCHES - the most complete Draw-tite line of Class I and II Hitches in stock on L.I. Sales, Installations, service. TOM CASH WELDING, Lk. Ronkonkoma. (516) JU-8-6143.

FIBERGLASS BOAT REPAIR - cracks, chips, superstrucrurefatigue - Hulls, Decks, and cockpits refinished bottom, cabin tops and decks of wood boats. All work 100% guaranteed. (516) 475-4359 or (516) BR-3-7079 after 6 p.m.

GET YOUR COAST GUARD LICENSE AS A CHARTERBOAT OR PARTYBOAT CAPTAIN. Continuous classes now underway. Personal instructions. For information call: (914) 738-2145 days. Every student who completed my course has his license.

COMPASSES — COMPASSES — COMPASSES — Boat owners take notice of this special winter service offer — All compasses are now accepted for FREE inspection, winter storage and external cleaning. LOW COST off season repair service available. For full info, call you compass adjuster JENS JACOBS at NAUTICAL SERVICE (516) 757-7169. All work guaranteed and factory authorized.

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BUMPER HITCH — FITS MOST CARS. Used 3 months. Cost $14. Selling for $9. Days (516) 667-6633, evenings (516) 223-6135

TRAILER HITCHES — Valley, Class I and Class II in stock. Available with or without installation. Thrift Mart Marin, 456 Middle Country Rd., Selden, N.Y. 11784 (516) 732-8608

THE ODD, THE UNUSUAL — FOR YOUR BOAT. From 14' - 65'; REDER SURPLUS has what you want, but were afraid to ask about. So call Rosemary, or stop in to REDER SURPLUS, 1726 Merrick Rd., Merrick, 9:30 - 5:30; Fri. till 9 P.M. (516) 378-9578 (516) 868-1110.

YOUR LIFE COULD DEPEND ON THE BUTTON YOU PUSH — So be sure your radio is equal to the task. Call INEZ any day, any time. HEINE MARINE ELECTRONICS, 17 Irish Lane, East Islip. (516) JU-1-0194.

MARINE ELECTRONICS BARGAINS — Phone or write for our new list of trade-ins, close outs & demonstrators. 2-way radios, radar, depth recorders. ALL COMMUNICATIONS, INC. 136 Little Plains Rd. Huntington, N.Y. 11743.

SWIM PLATFORMS, Custom made, all teak - very reasonable - $350 and up. Days (212) 499-6877, nites (212) CL 9-3738.

MISCELLANEOUS

OLDS STATION WAGON 1971 Vista Cruiser A/c 29,000 Original Miles, Perfect running cond. 5 NEW Steel Belted Micheline Tires Must sell - Best offer (516) 968-5079.

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BOAT INSURANCE — ALL RISK - 12 months navigation - low, low rates - budget payments. Machinery damage included - fishing boat liablity. Arthur A. Isakson, 196 N. entral Ave., Valley Stream (516) VA-5-4338 day or night.

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FISHING STATIONS, BOATYARDS, MARINAS, BAIT & TACKLE SHOPS - anywhere on Long Island from $60,000 to $3,000,000. Listings by L.I.'s only experienced licensed real estate & marine broker. "Cap'n Bill" (516) 587-1378 - P.O. Box 173 W. Islip, 11795.

SNOW PLOW MEYERS 7 ft. Long, Never used. (Model #ST84) with electric hydrolic lift up and down Frame, set up on body for plow for jeep wagoner or jeep truck. ($400.00) Call after 7 p.m. (212) 597-9153.

NEW '74 JEEP LEFTOVERS - Hurry while the supply lasts. Save up to $1000! New York's Largest Dealer. First in sale - Service - Parts. Come see why! Long Island Jeep, Inc. Est. 1928, 1400 Hempstead Tpk., Elmont N.Y. (516) 354-0267.

FOR SALE - 1972 Chevy Blazer, Cheyenne Model, A/C, P/S, 4 W/D, Auto trans, Front disk brakes, two sets of tires and other extras. MUST SELL. $3400 (212) 965-3054.

LOBSTER POTS: 36" oak, fully nailed construction from $7.95 Kit form - completely assembled pot $11.95 Thrift Mart Marine, 456 Middle Country Road, Selden, N.Y. 11784 (516) 732-8608

BECOME A LICENSED SKIPPER. HOME STUDY QUESTIONS & ANSWERS FOR CG LICENSE TO TAKE UP-TO-SIX FOR HIRE. Refund guaranteed. Send $22.50. Marine Associates, Dept. LI, P.O. Box 217, Teaneck, N.J. 07666.

PRESERVE IN PLASTIC that photo of you & your catch or you and your boat FOREVER. Have it SEALED PERMENANTLY in a THICK SOLID block of CLEAR PLASTIC. VIRTUALLY INDESTRUCTABLE! Nothing can ever harm your photo again. Can never fade. Lay flat as paper-weight, desk decoration, or on edge for table, shelf or fireplace. Can be easily carried. Either black and white or color. Size 2¼" X 2¾" $3.25 — Add .75 postage and handling. Send check or M.O. - S. Miller, 150 Babylon Tpk., Merrick, N.Y. 11566

FISHING TACKLE

NEW NIGHT & DAY WHITING RIGS. WITH 3 FLOURESENT MUSTAD HOOKS. AMAZING RESULTS. PROMPT DELIVERY. SEND $1.50 to : HUDSON TACKLE, Box 437, Dept. E, Kearny N.J. 07032

COD KILLER RIGS — Whether you fish Montauk, Block Island, Captree, Freeport, or Sheepshead Bay, these double hook, hand-made rigs will fill the freezer. All hand tied - finest materials. Long time proven design. 4 rigs for $3 includes instructions on how to make up your own rigs. Send check or M.O. to: Miller, 150 Babylon Tpk., Merrick, New York 11566.

SPRING FLOUNDER KILLER RIGS - Spring Flounders are suckers for this popular 3-hook killer rig. Special design and construction keeps tangling of hooks at a minimum. Hand made. Best materials. 4 rigs for $3. Includes instructions. Miller, 150 Babylon Tpk., Merrick, N.Y. 11566

SAND & BLOOD WORMS
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NIGHTCRAWLERS
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ALL FROZEN BAIT

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QUALITY — SERVICE — DEPENDABILITY
STRAIGHT TALK — A FINE REPUTATION
ALL THESE ARE YOURS JUST A PHONE CALL AWAY
DEALER INQUIRIES ONLY

OUR 42nd YEAR
WE DELIVER
7 DAYS A WEEK
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CALL ANY TIME

SHORE RANGES

(Continued from page 15.)

commonly called triangulation, or "making a 'fix'".

Keep an accurate record of the ranges you make. Carry a log book and several indelible pencils on your boat and keep it in a dry spot. Whenever you locate a good bottom formation or area that produces fish, take your ranges and draw a picture of them in the log book. Make notaions as to the species taken, tidal conditions, etc. If the area has produced fish once, it more than likely will produce fish at a later date. By keeping a log of these productive areas and the shore ranges to quickly locate them, you can save much of the time spent in the past, fishing "blind" and trying to locate fish. catching fish instead.

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All Baits In Season • Live & Frozen • Live Killies
Green Dart Line • Custom Rod Building • Lead Core Line
STAN GIBBS PLUGS
CUSTOM RODS - Order Now
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Compare Our Prices & Save$$$
ASK FOR DUKE (516) 884-5023 (100 yds. W. of
53 W. Montauk Hwy LINDENHURST Wellwood Ave.)

WHY A COMPASS!

(Continued from page 17.)

worth it. There are cheaper models on the market, including one which is supposed to glue on. These, however, have the tendency to fall off after a while. When this happens, they usually break.

The better ones are mounted with screws, making it virtually impossible for them to fall off. The good compasses are also adjusted at the factory, so that you will have a potentially accurate compass when you buy it.

If you can keep the compass far enough from interfering ferrous metal, adjustment may not even be necessary. The compass which we purchased after our incident was mounted on the left side of the boat, to keep it as far from the steering wheel and power lines as possible. When we set out to adjust it on the water, we found it had retained its original accuracy.

The mounting instructions which are included with the compass are usually helpful. But the adjustment instructions often are not very clear. The easiest way to test if the compass needs to be compensated is to find a body of water, such as Moriches Bay, where there many buoys. Look at a nautical chart of the area and, using parallel rules, find two buoys which lie on a north-south line. Find another two which lie on an east-west line. Knowing the location of these buoys, it is simply a matter of running on the imaginary line between the buoys and watching the compass reading. In this way it becomes apparent just how accurate your mounted compass is.

If it is off by a large amount, say 5 degrees, adjustment is necessary. This is accomplished by the two set screws on the bottom of the compass. Usually if one direction is off, the other one will be off also, so that you will have to adjust both screws.

The idea of adjustment is averaging the error, and adjusting the compass by this amount. For example, if your compass has an error of 5 degrees, take one-half this amount, 2½ degrees, and turn the screw in the direction of the true reading by this amount. Through several trials, you should be able to adjust the compass rapidly and accurately.

In the event of a small error of, say, about one degree, adjustment is hardly necessary and may be left alone. This is so because when we're talking about small-boat fishermen the distances travelled are not so large that they will be miles off course when they arrive at their final destination.

With the compass well mounted and fairly accurate, the fisherman need never worry about getting caught in fog, or even going out in fog. The fisherman who goes out every weekend to the same area can then remember the course headings from his fishing ground to port, and in the event he has to come in blind, he will be able to do so just by his compass.

In case of a real emergency, this truly simple device can become the fisherman's most valuable possession. Why not get one before going out for the first time this season?

EVINRUDE
Authorized
SALES & SERVICE
Also Servicing Johnson Outboards & O.M.C. Sterndrive
Winterizing • Hauling • Storage to 25'
Featuring O.M.C. Parts & Acc., Holsclaw Trailers & Outboard Boats
HERITAGE MARINE
246 Montauk Hwy, Sayville 516-567-2284

TIDE TABLES

Note: All hours listed are "clock" hours.

	SANDY HOOK		NEW LONDON		WILLETS POINT		BRIDGEPORT	
	AM	PM	AM	PM	AM	PM	AM	PM
1/9 THURSDAY	5:24	5:48	6:59	7:31	9:27	10:01	8:47	9:17
1/10 FRIDAY	6:11	6:35	7:44	8:13	10:15	10:46	9:36	10:05
1/11 SATURDAY	6:53	7:15	8:25	8:54	10:57	11:25	10:20	10:48
1/12 SUNDAY	7:33	7:54	9:04	9:34	11:33	—	11:01	11:27
1/13 MONDAY	8:12	8:33	9:40	10:13	12:02	12:02	11:42	—
1/14 TUESDAY	8:48	9:10	10:19	10:51	12:28	12:19	12:06	12:20
1/15 WEDNESDAY	9:26	9:47	10:58	11:31	12:42	12:41	12:44	12:58
1/16 THURSDAY	10:02	10:26	11:36	—	1:04	1:13	1:22	1:37

on SANDY HOOK

SHINNECOCK INLET	−0	50
Shinnecock Bay	+1	25
East Quogue	+2	45
Shinnecock Canal	+1	18
Indian Reservation	+3	05
MORICHES INLET	−0	56
Smith's Point	+3	28
Harts Cove	+1	30
Potunck Point	+3	35
Mastic Beach	+3	28
FIRE ISLAND INLET	−0	38
(Inlet,Breakwater & Dem. Pt.)	−0	38
Coast Guard Station	−0	19
Fire Island Light	+0	47
GREAT SOUTH BAY		
Sayville (Brown Creek)	+3	39
Heckscher State Park	+3	20
Bay Shore	+2	23
Babylon	+2	12
Amityville	+2	21
JONES INLET	−0	19
Loop Parkway Bridge	+0	25
Zachs Bay	+1	25
Seaford Harbor	+2	05
Freeport Creek	+0	34
EAST ROCKAWAY INLET	−0	06
Long Beach Bridge	+0	19
ROCKAWAY INLET	+0	00
Beach Channel (Bridge)	+0	38
JFK Airport	+0	26
STATEN ISLAND	+0	27
MANASQUAN	−0	12

on NEW LONDON

Orient Point	+0	27
Connecticut River	+1	10
Little Gull Island (Race)	+0	12
Greenport	+1	04
Southold	+1	43
New Suffolk	+2	26
South Jamesport	+2	32
Shinnecock Canal	+2	33
Noyack Bay	+2	05
Sag Harbor	+0	59
Gardiners Bay	+0	21
Promised Land (Napeague)	−0	14
Fort Pond Bay	−0	29
Montauk Inlet	−0	25
Montauk Point	−1	13

on WILLETS POINT

Little Neck Bay	−0	10
Execution Light	−0	06
Manhasset Bay	−0	01
Hempstead Harbor	−0	11
City Island	−0	03
Rye Beach	−0	28

PHASES OF THE MOON

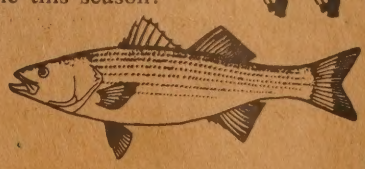
1/12	1/20	1/27	2/3
NEW	1st Qtr.	FULL	Last Qtr.

on BRIDGEPORT

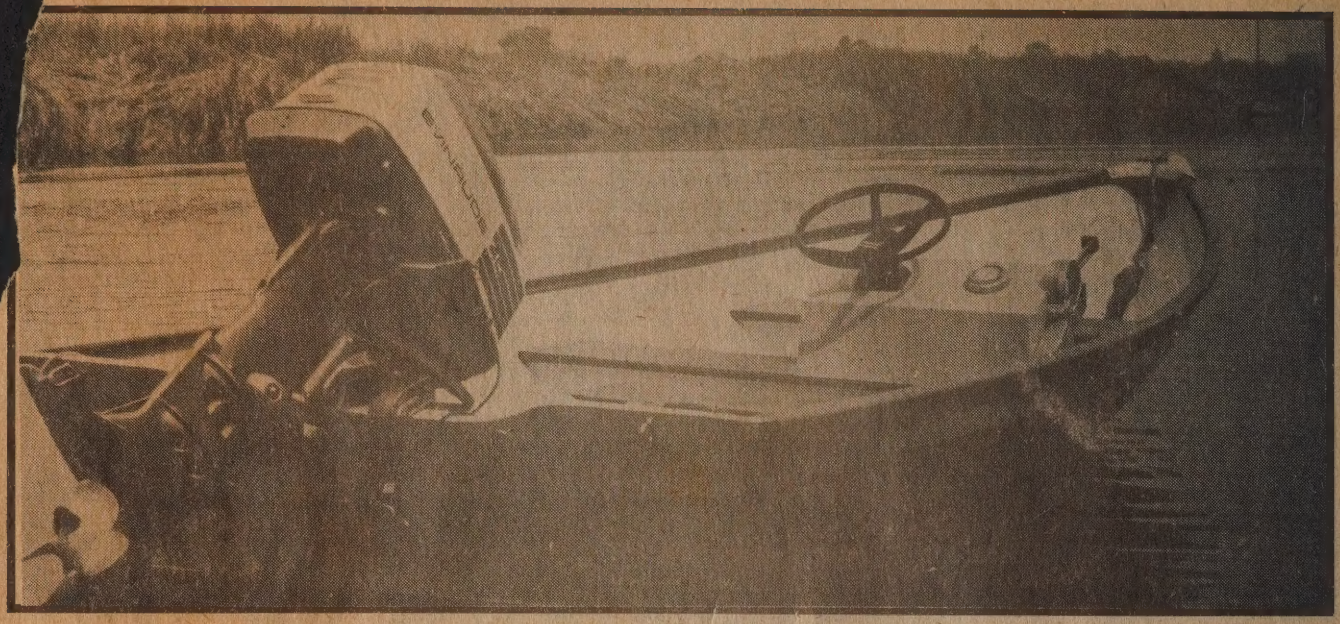
Lloyd Point	+0	08
Cold Spring Harbor	+0	06
Bayville Bridge	+0	13
Eatons Neck Point	+0	03
Northport Bay	+0	03
Norwalk Islands	+0	10
Smithtown Bay	−0	03
Cranes Neck Point	+0	05
Port Jefferson Harbor	+0	03
New Haven Harbor	+0	06
Mount Sinai Harbor	−0	06
Herod Point	−0	07
Mattituck Inlet	+0	19
Horton Point	−0	20
Truman Beach	−0	42

HOW TO USE TIDE TABLES

To compute the high tide for the area you wish to fish, simply find the closest area on the conversion tables. Add or subtract the hours and/or minutes as indicated from that area's station above. Example: "Shinnecock Inlet —0 50" is listed under "Sandy Hook". — 0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. For two AM, add 6½ hours to this figure.



JOHN DORY



16' Console Sport Dory (Cricket)

Designed to offer the serious fisherman the optimum in performance and roominess at a modest price, the *Cricket* easily outsells many more expensive boats. Outstanding in stability and its ability to maneuver, the *Cricket* takes rough water in its stride.

ADDITIONAL FEATURES:

Center steering console mounted on midship thwart.
Mechanical Steering
Helmsman seat—molded storage seat with mahogany cover
Passenger seat—varnished mahogany bench

OPTIONAL EQUIPMENT:

Fishing platform in place of forward bench

HULL SPECIFICATIONS:

Length	16'
Beam	6'
Trans. Ht.	15" or 20"
Draft	6"
Freeboard	28"
Weight	250 lbs.
Load Capacity	737-979 lbs.*
Passengers	4
Horsepower	15-25 H.P.

*Load capacity depends on transom height:
15" trans. takes 737 lbs.
20" trans. takes 979 lbs.

This and other *JOHN DORY* boats may be seen at:

SUFFOLK COUNTY

AMITY HARBOR MARINE
30 E. Merrick Rd.
Amityville, N.Y. 11701
(516) 842-1280

B & T BOAT CO.
Montauk Hwy.
E. Hampton, N.Y. 11937
(516) 537-3662

GUDZIK's MARINE, INC.
217 W. Broadway
Pt. Jefferson, N.Y. 11777
(516) 473-0612

STARFISH MARINE
369 E. Main St.
E. Islip, N.Y. 11730
(516) JU-1-0881

NASSAU COUNTY

AL GROVER'S
195 Woodcleft Ave.
Freeport, N.Y. 11520
(516) FR-8-0510

LONG BEACH SPORTS MARINA
W. Park Ave. & New York Ave.
Long Beach, N.Y. 11561
(516) 889-7810

CITY ISLAND

J.J. BURCK, INC.
526 City Island Ave.
City Island, N.Y. 10464
(212) 885-1559-1667

WESTCHESTER

WILLOW MOTORS—MARINE DIV.
145 South Main St.
Port Chester, N.Y. 10573
(914) WE-7-3131
(212) FA-4-4647

CONN.

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